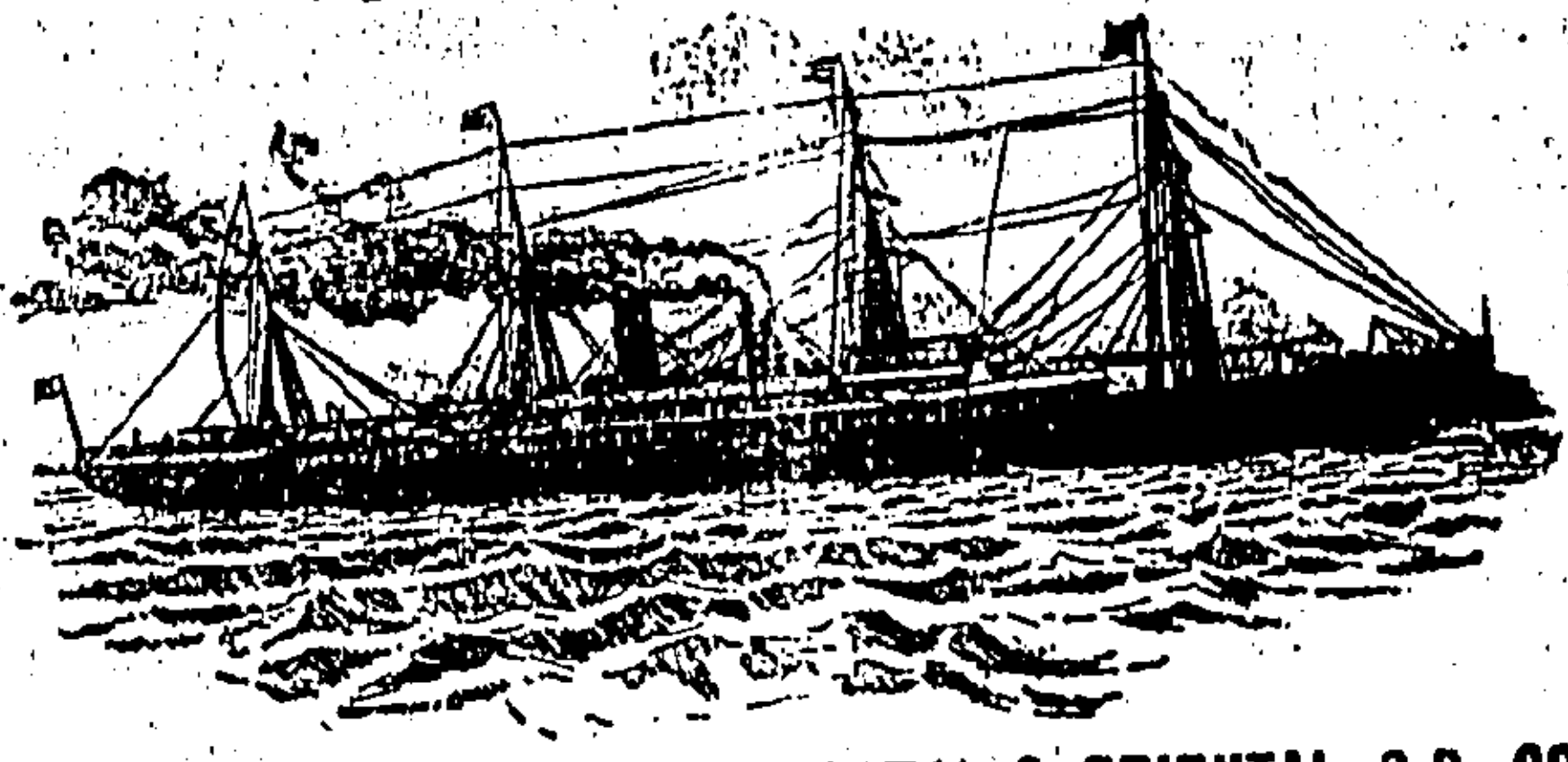


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE:

PROPOSED SAILINGS FROM HONGKONG.

"SIBERIA"	11,284 Gross Tons.	SATURDAY, 12th November, at Noon.
"MOGOLIA"	11,639 "	SATURDAY, 19th November, at Noon
"CHINA"	5,060 "	SATURDAY, 3rd December, at Noon.
"MANCHURIA"	5,750 "	SATURDAY, 17th December, at Noon.
"TORO"	4,784 "	SATURDAY, 24th December, at Noon.
"KOREA"	11,276 "	FRIDAY, 6th January, 1905, at Noon.
"COPTIC"	4,352 "	FRIDAY, 13th January, at Noon.
"SIBERIA"	11,284 "	TUESDAY, 24th January, at Noon.
"GAELIC"	4,205 "	

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th, 1903, 10 days, 15 hours.

THE P. M. Steamship "SIBERIA" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 12th November, at Noon, taking Freight for Japan, the United States and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through orders to EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines. Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan. Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

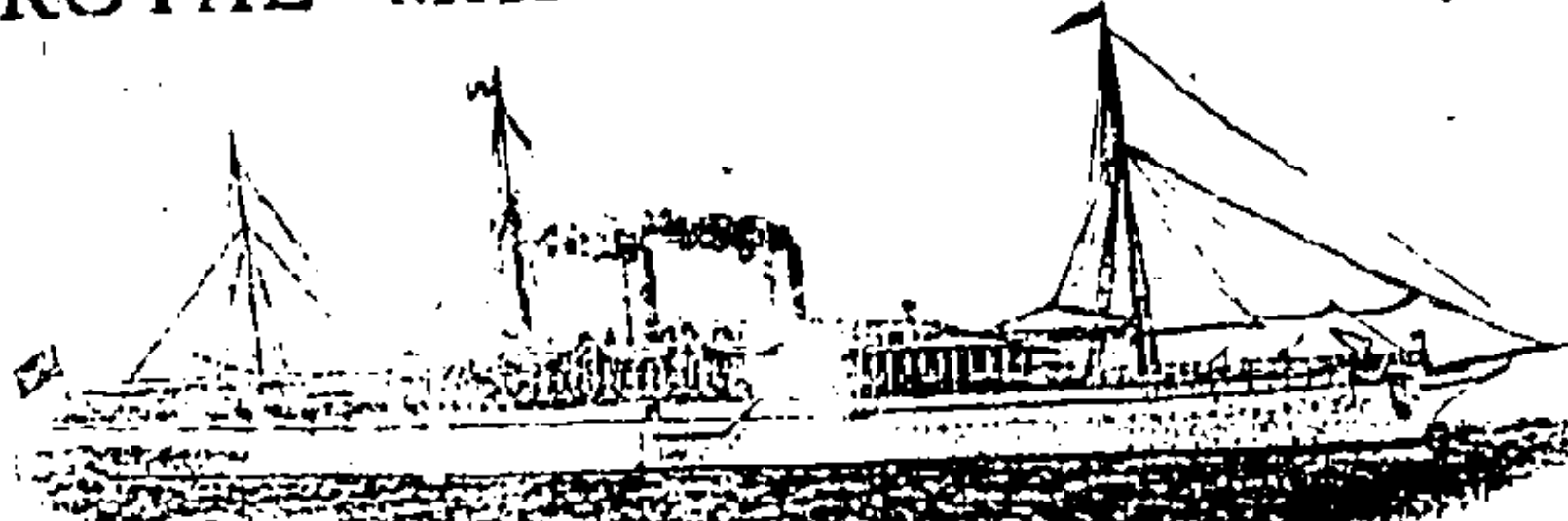
The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-of-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 7th November, 1904.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

SAFETY SPEED.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG:—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF INDIA" .. 6,000 Tons .. WEDNESDAY, 16th November.

"EMPRESS OF JAPAN" .. 6,000 " .. WEDNESDAY, 14th December.

"ATHENIAN" .. 2,440 " .. WEDNESDAY, 28th December.

"EMPRESS OF CHINA" .. 6,000 " .. WEDNESDAY, 11th January, 1905.

"TARTAR" .. 4,425 " .. WEDNESDAY, 25th January.

"EMPRESS OF INDIA" .. 6,000 " .. WEDNESDAY, 8th February.

Hongkong to London, 1st Class .. £42. 10s. 6d. Via New York £62.

Hongkong to London, Intermediate .. £42.

Steamers, and 1st Class Rail .. £42.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal ports and around the world. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. C. ADDOCK, Acting General Agent,

Hongkong, 2nd November, 1904.

HAMBURG-AMERIKA LINIE.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT: BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passengers.
SLAVONIA	HAVRE, BREMEN and HAMBURG.	19th Nov.	Freight and Passengers.
(ex STRASSBURG)	(Calling at S'PORE, PENANG & COLOMBO).		
SEGAVIA	HAVRE and HAMBURG.	29th Nov.	Freight.
Schoenfeldt	(Calling at S'PORE, PENANG & COLOMBO).		
SENEGAMBIA	HAVRE and HAMBURG.	13th Dec.	Freight.
(ex NURNBERG)	(Calling at S'PORE, PENANG & COLOMBO).		
ARMENIA	HAVRE and HAMBURG.	27th Dec.	Freight.
Forst	(Calling at S'PORE, PENANG & COLOMBO).		
C. FRED. LAEISZ	HAVRE and HAMBURG.	10th January.	Freight.
v. Hoff	(Calling at S'PORE, PENANG & COLOMBO).		

For further Particulars, apply to.

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

Hongkong, 5th November, 1904.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO: AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 30th July, 1904.

THE AMERICAN SYSTEM

OF DENTISTRY.

M. H. CHAUN, D.D.S.,

37, DES VUEX ROAD CENTRAL, HONGKONG.

From the University of Pennsylvania, U.S.A.

[69]

Hongkong, 4th June, 1904.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,351 tons.	Captain R. D. Thomas.
"POWAN"	2,138 "	G. F. Morrison, R.N.R.
"FATSHAN"	2,200 "	W. A. Valantine.
"HANKOW"	3,073 "	B. Branch.
"KINSHAN"	1,995 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River; Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"	1,998 tons.	Captain H. D. Jones.
Departures from Hongkong to Macao on week days at 12.30 P.M.		
Departures on Sundays at 12.30 P.M.		
Departures from Macao to Hongkong daily at 8.30 A.M.		

CANTON-MACAO LINE.

S.S. "LUNGSHAN"	1,119 tons.	Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at 8 A.M.		

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDU-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM"	1,888 tons.	Captain J. Wilcox.
"NANNING"	599 "	C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at 8.30 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 29th October, 1904.

JAVA-CHINA-JAPAN LIJN.
REGULAR FOUR-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS ..	JAVA PORTS	Second half of November	JAPAN VIA SHANGHAI	Second half of November
TJILATJAP ..	JAPAN	Second half of November	JAVA PORTS	Second half of November
TJIMAH ..	JAVA PORTS	First half of November	JAPAN VIA SHANGHAI	First half of November

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE

JAVA-CHINA-JAPAN LIJN.

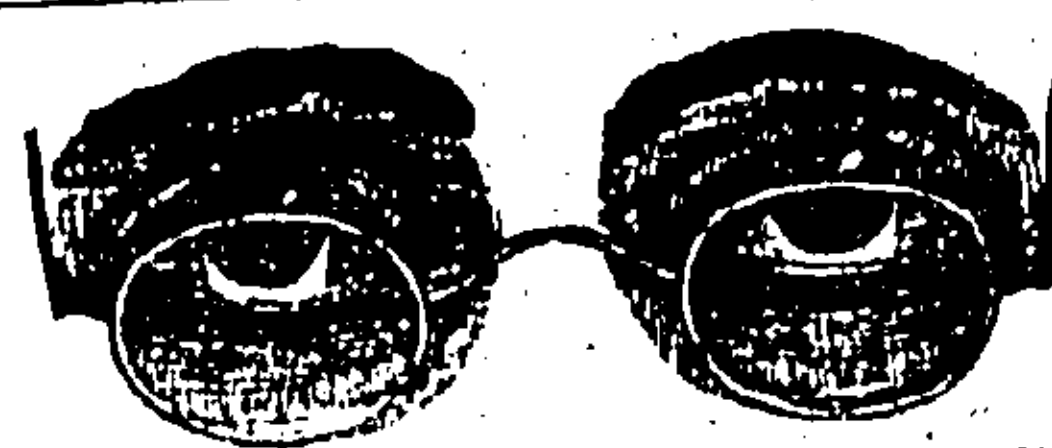
Telephone No. 375.

ALEXANDER BUILDINGS, 3rd Floor.

Hongkong, 24th October, 1904.

[14]

Intimations.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES

TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,

10, D'AGUIAR STREET, HONGKONG.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper

Glasses to Correct and Cure. All work guaranteed.

Prescription lenses ground on the premises. Sun Glasses are restful and give the effect of coolness.

Prices from \$2.00. A. S. TUXFORD, Manager.

Hongkong, 1st October, 1904.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS,

AND GENERAL COMMISSION AGENTS.

16, DES VUEX ROAD CENTRAL, HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S PATENT RED HAN-

COMPOSITION RED HAN-

BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LAUNCHES, &c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES

Hongkong, 15th December, 1903.

[80]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELERS AND WATCHMAKERS.

FASTMAN'S

KODAKS and FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEAR

guarantee given to every purchaser.

at "QUEEN'S ROAD,"

Waiwau's Building.

[81]

[90]

TUBORG BEER.

A FIRST CLASS PILSENER BEER

guaranteed free from Salicylic Acid,

and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts

or 5 doz. pints).

Special Prices for Quantities

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1903.

[78]

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN

Ice-House Road.

IS now in a position, in his New and Com-

modious Premises, to eclipse, as heretofore,

ALL PHOTOGRAPHIC ART PRACTICE

in the Colony or in any part of the Far East.

GROUPS AND VIEWS

a speciality.

Hongkong, 12nd September, 1904.

[78]

THE HONGKONG

STUDIO,

HIGHER CLASS PHOTOGRAPHER,

41 & 43, QUEEN'S ROAD CENTRAL,

TOP FLOOR.

PORTRAITS, GROUPS and ENLAR-

GING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS

ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903.

[78]

Intimations.

THE YOKOHAMA DOCK CO., Ltd.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand; (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 376

Telegrams: "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[595]

HOTEL DES INDES.

NOS. 2 & 3, STAMFORD ROAD,

SINGAPORE.

THIS First Class newly opened Hotel has

excellent accommodation for FAMILIES,

TRAVELLERS and permanent BOARDERS.

CHARGES FROM 4-6 DOLLARS PER DAY.

It is situated in the immediate vicinity of the

commercial houses and Esplanade.

Spacious Refreshment, Dinner and Billiard

Saloons.

E. C. VAN MARLE,

Proprietor.

H. T. SARRE,

Manager.

Singapore, 4th October, 1904.

[118]

TSANG FOO & CO.,

COAL MERCHANT AND S. EVED

Intimations.

Wm. Powell, Ltd.

Hours—8.30 A.M. to 6 P.M.

WINTER SEASON.

NEW GOODS

ARRIVE
EVERY WEEK.

LADIES' DEPT.

ALEXANDRA BUILDINGS.

Smart Boots and Shoes.

The New Clifton Velvet.

Winter Jackets and Golf Capes.

Season's Furs, Fichus and Fascinators.

Costumes Coats and Shirts.

Lace Robes.

Trimmed Hats and Bonnets.

Underclothing and Corsets.

Gloves.

Hosiery.

Fans.

CHILDREN'S DEPT.

Wool Hats.

Jersey Caps.

Hoods.

Gaiters.

Gloves.

Dresses.

Cloaks.

Hosiery.

Shoes.

&c., &c., &c.

FURNISHING DEPT.

FIRST FLOOR.

New Tapestry Curtains.

Table Damasks.

Bedspreads.

Down Quilts.

Art Muslins.

Embroidered Sheets.

Carpets.

Rugs.

&c., &c., &c.

DRESSMAKING

English, French and American
Styles.

GENTS' DEPT.

28, QUEEN'S ROAD.

Hours—8.30 A.M. to 6 P.M.

Gents' Boots.

Winter Underwear.

Knitted Vests.

Trunks.

Bags.

Fitted Dressing Cases.

Exclusive designs in Ties.

Felt Hats.

Gloves.

&c., &c., &c.

Wm. POWELL, Ltd.

HONGKONG.

Hongkong, 29th October, 1904.

[1096]

Intimations.

BANK HOLIDAY.

IN accordance with Government Notification No. 702 the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on WEDNESDAY, the 9th November, the Anniversary of the Birthday of His Most Gracious Majesty King EDWARD VII.

Hongkong, 5th November, 1904. [1206]

WANTED.

A CHINESE CLERK and TYPIST. Apply to—

THE OFFICE OF
THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO. LTD.
Hongkong, 5th November, 1904. [1203]

HONGKONG JOCKEY CLUB.

NOTICE.

THE RACE COURSE WILL BE OPEN from TO-DAY (TUESDAY), the 1st November, 1904.

Members requiring STAND or STABLE ACCOMMODATION during the Forthcoming Training and Racing Season will oblige by applying to the Undersigned before MONDAY, the 14th instant.

By Order,

T. F. HOUGH,
Clerk of the Course.
Hongkong, 1st November, 1904. [1194]

THE DAIRY FARM COMPANY,
LIMITED.

OFFICE AND DEPOT:—WYNDHAM STREET.
KOWLOON BRANCH:—57, ELGIN ROAD.
FARMS AT POKYUOLUN.

FRESH DAIRY PRODUCE.

MILK, per Small Bottle..... 12 Cts.
Sterilized Milk, per Quart Bottle 60 "
Cream, per Pint..... 50 "
Butter Milk, per Small Bottle..... 50 "
Fresh Dairy Butter, per Fat..... 50 "
Australian Fresh Butter, per B..... 70 "
Australian Cooking Butter, per B..... 55 "
Condomium Cheese, each..... 30 "

The Farms are wholly under European Management and Supervision.
Hongkong, 3rd November, 1904. [1195]

TO ALL TO WHOM IT MAY CONCERN.

PROPOSED NEW FERRY SERVICE TO KOWLOON.

I BEG to inform the intended Subscribers to this scheme that, owing to the Colonial Government having imposed upon the Promoters some additional stipulations which would in the opinion of the promoters prevent the scheme from becoming a financial success, I and my co-promoters have with much regret decided to abandon the project for the present.

For the Promoters,

AHMED RUMJAHN.
Hongkong, 4th November, 1904. [1198]

NOTICE.

WE beg to inform our Customers that we will CLOSE OUR SHOP from 1st December, 1904, until further notice.
VICTORIA HAIR-DRESSING SALOON.
Hongkong, 1st November, 1904. [1198]

ST. ANDREW'S BALL.

SCOTSMEN desirous of SUBSCRIBING to the forthcoming ST. ANDREW'S BALL, on 30th November, are requested to forward to the Undersigned their NAMES and ADDRESSES, and to state whether Married or Single.

DAVID WOOD,

Hon. Secretary,
St. Andrew's Ball Committee.
Hongkong, 26th October, 1904. [1164]

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE

(on and after 1st October, 1904.)

WEEK DAYS.

6.45 a.m. to 7.00 a.m. Every 15 minutes.
7.30 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 15 minutes.
9.30 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 15 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 15 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 11.30 and 11.45 p.m.
SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Vaux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st October, 1904. [1094]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.00 per Cask ex Factory.

In Bags of 50 lbs. net \$3.20 per Bag ex Factory.

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 2nd September, 1904. [1283]

RINGING CHURCH BELLS.

HOW IT IS DONE.

There is an interesting article on this subject in the September issue of *World's Work at Play*. The author, Mr. C. A. Nevill, states that as a national pursuit, change-ringing on church bells may be said to rank very near to sport, inasmuch as it is widespread over the whole country, and is patronised by all classes. It differs from sport, however, in that it owes its popularity, not so much to the excellent exercise it affords, or to the feeling of good-fellowship it engenders, as to the fact that the practice of the art is based on a mathematical science. It is both a science and an art, for the theory of it is science and the practice an art. Aptitude for ringing is to some small extent hereditary, because the exercise has in the past been confined to certain families, and information on the subject handed down from father to son; but the qualifications of a good ringer are those that any ordinary individual possesses, namely, quickness of eyes, alertness of mind, concentration of thought, and a fair sense of time and tune. In addition to this, as so much depends on the members of a band working together, the individual ringer must have the capability of acting in sympathy with the others, and ever be prepared against being misled by another's error.

"A touch" consisting of more than 5,000 changes is technically termed a "peal." It is usual to record an especially good peal by writing particulars of it on a peal-board, and hanging it up in the belfry. Every belfry in which change-ringing is indulged in is furnished with a peal-book, in which are illuminated particulars of each peal as accomplished. The official organ of the ringers is published weekly, and is entirely technical. There is a central Council which holds yearly meetings under the presidency of Sir Arthur Heywood in different parts of the country. To these gatherings representatives are sent up from most of the larger societies, for the purpose of discussing matters of general interest connected with the art.

Each man in the belfry has one bell under his charge. When he wishes to strike, he pulls the rope with just as much weight as will carry the bell round one complete revolution till it is on the balance again. The clapper, meanwhile, set in motion with the bell, is carried along by its own momentum, swings across, and strikes the opposite side of the bell just before the latter comes to rest. Thus each revolution of the bell corresponds to one note. Each man has his own bell completely under his own control, and times the strokes as he wishes by letting the bell remain a shorter or a longer time of the balance, according as to whether he has to strike early or late. When the bells are rung in rotation from the treble to the tenor down the scale, 1, 2, 3, 4, 5, 6, 7, 8, they are said to be rung in rounds. A variation of this order in which they are rung as 2, 1, 4, 3, 6, 5, 8, 7, is known as a "change," and in change-ringing the order is varied each change, no similar change occurring twice in the same touch. It is evident that there can only be a limited number of permutations, without repetition, on a given number of bells. The number of possible permutations is obtained by finding the continued product of the number of bells. Thus, on five bells the number of changes would be 120, or even bells 5,040, and so on. There are various methods for producing these series of changes, and by which the bells may be brought back to the position of rounds at any given time. The best-known and most generally practised are "Grandring" on an even number of bells, and "Plain Bob" on an odd number of bells. "Stedman" is a rather more difficult but more musical method, and there are a great many others in common use, each having its own special characteristics.

JAPANESE BRIDGE-BUILDING.

The troops have been hard at work since we came here (Fungwahangcheng), building roads and bridges, and in erecting large storehouses, writes Mr. R. J. MacHugh to the *Daily Telegraph*. Their method of bridge building is very simple. The material nearest at hand is utilised in the work and most substantial structures are put together in a wonderfully short space of time. For instance, a bridge was built over a branch of the Tan River, close to the correspondent's camp, in about four days. This included the work of felling the trees, and transporting them to the bank of the stream. The pine trees in the wood where our camp is situated furnished both piles and stringers, the only sawn timber used being that employed for the chaises. One morning a lot of soldiers appeared in our wood, and for a day and a half the crash of falling trees was incessant. As fast as the timber was felled a second party cut it to the required length for the piles, and another carried it to the site of the proposed bridge. The pile-drivers employed were simplicity itself. A large tree, about 15 ft. in diameter, was selected, and out of the butt a piece some 2 ft. long was cut. This was barked and trimmed, and four handles, made of pine branches 2 in. in diameter, were fitted securely to it, so that it resembled a gigantic four-legged stool. Two or three men poised the pile to be driven, and a dozen more raised the driver in the air by means of the long handles, and let it fall on the head of the pile. In this way the piles were driven into the river bed with extraordinary expedition. As many pile-drivers as possible were employed, and in an incredibly short space of time the piles were in position, and the work of fitting the stringers and flooring was finished with equal speed.

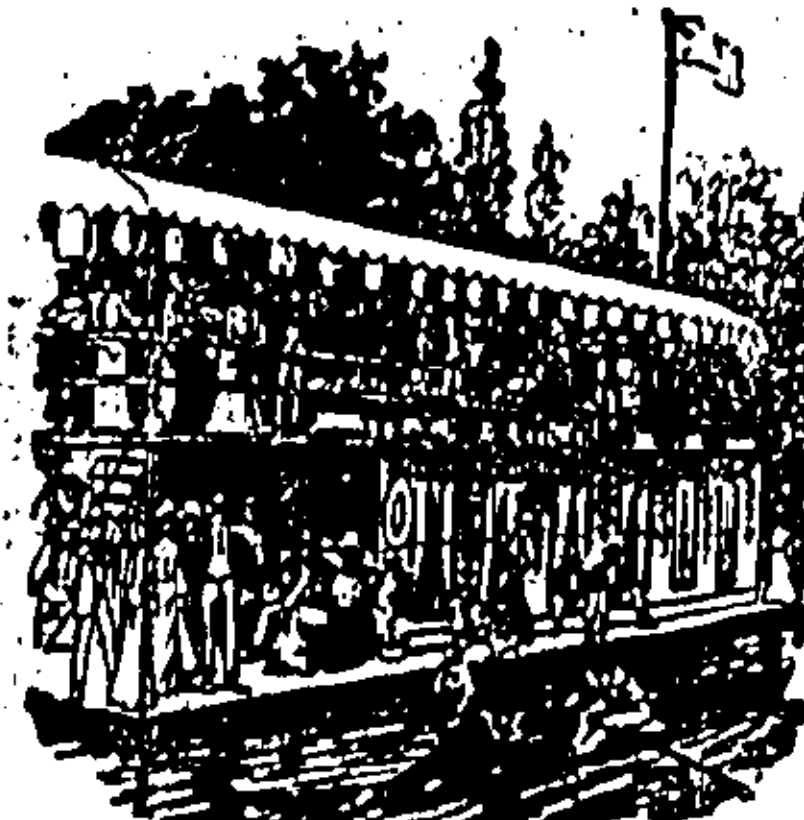
ROYAL HENLEY WEEK.

THE MOST FAMOUS OF REGATTAS.

Not to know Henley argues one's self unknown in the Rowing world. No aquatic event since Noah set sail in the Ark interests so many people as the great July week at Henley. The famous 'Regatta' Course is lined with Houseboats visited by all that are famous and fashionable. The races themselves attract on-lookers from all the world, from Yale to Parhamatta.

RACE BOATS AND HOUSE BOATS.

A racing boat, with its thin mahogany planks, its wide outriggers and sliding seats, designed to give the long, long pull which spells victory in a race, are veritable works of art. So, in their way, are the Houseboats which wealthy families use as Summer Homes, residing here a week, here a month or more, on the Banks of the Thames. And most of all in Regatta they congregate at Henley.



A Henley House Boat.

These facts give special interest to the words of a Henley man, Mr. Charles Sarney, in a local paper. Four years ago, when he was lying helpless in Reading Hospital with paralysis and spinal disease, Mr. Sarney thought he would never be able to handle oar or scull again. For the hospital authorities told him he was incurable, and sent for his friends to take him away.

"But," said Mr. Sarney (whose home is at Royal Oak Cottage, Gray's-road, Henley), "I read in a newspaper of a man, afflicted like myself, who had been completely restored to health by Dr. Williams' pink pills for pale people."

"Why don't you try them?" asked a friend. Mr. Sarney did try them, and their effect was extraordinary. Before he had finished one bottle he could actually walk round the table with the aid of a stick. This was after months and months in bed. After he had got partly through the second bottle he went for a short walk! His friends were amazed to see him out, and asked him what he had taken to bring about such a marvellous recovery. He told them, and gladly, that it was owing to Dr. Williams' pink pills that he was able to get out of doors again. After the third bottle he was able to throw away his stick. He persevered with the pills, and when he had taken eight bottles he was looking for work, after nineteen months without doing a single stroke.

This is a remarkable cure. Paralysis is a disease of the nervous system. It is a sign that the nerves are ill-nourished. The food of the nerves is blood. Dr. Williams' pink pills for pale people make new blood. Ordinary medicine could not cure Mr. Sarney. Reading Hospital was perfectly right in sending him away as incurable by ordinary medicine. Dr. Williams' pink pills have cured thousands of persons whose ordinary medicine could not benefit, because ordinary medicine does not make new blood. Any ailment that arises from lack of blood, or from poisoned, impure blood, as anaemia, skin diseases, eczema, chronic erysipelas, rheumatism, gout, can be speedily cured by Dr. Williams' pink pills; and disorders arising indirectly from lack of blood, as neuralgia, spinal disease, indigestion and bile (which are caused by the blood not being able to absorb food from the stomach) can be cured in the same way. But it must be the genuine Dr. Williams' pink pills for pale people that are taken—not a substitute. Genuine pills bear the full name. Dr. Williams' medicine company, Holborn-viaduct, London, will send a bottle post free for two and sixpence (or six for thirteen and nine); but they can be had at all medicine shops if you insist on the genuine. [60]

COMMERCIAL

TODAY'S EXCHANGE.

Selling.

London—Bank T.T.	101
Do. demand	101 3/16
Do. 4 months' sight	101 1/16
France—Bank T.T.	231 1/2
America—Bank T.T.	44 1/2
Germany—Bank T.T.	187 1/2
India T.T.	137
Do. demand	137 1/2
Shanghai—Bank T.T.	7 1/2
Japan—Bank T.T.	90 1/2
Singapore—Bank T.T.	Nominal
Java—Bank T.T.	11 1/2
1 months' sight L/C.	101 1/2
6 months' sight L/C.	101 1/2
30 days' sight San Francisco & New York	45 1/2
4 months' sight do.	46 1/2
30 days' sight Sydney and Melbourne	101 1/2
4 months' sight France	235 1/2
6 months' sight do.	237 1/2
4 months' sight Germany	187 1/2
Bar Silver	20 1/2
Bank of England rate	2 1/2

OPIMUM QUOTATIONS.

Malwa New	1,000/1,100
Old	1,100/1,150
Old	1,200/1,250
Old	1,250/1,300
Panau New	1,100
Benares New	1,140
Persian (Paper)	800/850

Intimations.

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

IN THE GOODS OF JAMES HENRY COX, Deceased.

NOTICE is hereby given that the Court has, by virtue of Section 58 of Ordinance No. 2 of 1897, made an Order limiting the time for Creditors and others to send in their Claims against the above Estate to the 29th December, 1904.

All Creditors are accordingly hereby required to send their Claims to the Undersigned on or before that date.

Dated the 29th day of September, 1904.
DEACON, LOOKER & DEACON,
Solicitors for the Executors.

ROBINSON PIANO

COMPANY, LIMITED.

NEW IRON

FRAMED

PIANOS

\$425.

GUARANTEED FOR CLIMATE.

MASTER PIANO

PLAYER

\$385 & \$500

PIANO AND PLAYER \$800.

PERSONALLY SELECTED

PIANOS

BY

BECHSTEIN, KAPS,

HOPKINSON,

KRAUSS, HAAKE,

RACHAL'S

CABIN PIANOS.

HIRE OR CREDIT.

TALKING-MACHINES.

AN ACTUAL REPRODUCTION OF THE HUMAN VOICE.

Hongkong, 14th October, 1904. [39]

A FOOK & CO.,
SHIP'S COMPRADORES,
STEVEDORES, SHIP
CHANDLERS, COAL MERCHANTS,
GENERAL STOREKEEPERS
AND
Shipping supply with all kinds of Provisions
Ballast and Water at the shortest notice
and reasonable terms.
No. 9, POTTINGER STREET.
Hongkong.
Hongkong, 1st November, 1904. [1184]

NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, THE AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following vessel during her stay in Hongkong Harbour:—
SHEIKH, British steamer, Captain C. Jones, Dodwell & Co., Ltd., Agents.

Entertainment.

HONGKONG AMATEUR DRAMATIC CLUB.

THEATRE ROYAL.

THE COMEDY OPERA ENTITLED

"DOROTHY,"

IN THREE ACTS.

Will be Produced on the following dates
SATURDAY, 19TH NOVEMBER, 1904.
TUESDAY, 22ND " "
WEDNESDAY, 23RD " "
THURSDAY, 24TH " "
SATURDAY, 26TH " "
MONDAY, 28TH " "

Doors Open at 8.30 P.M., Curtain Rises at 9 P.M.

THE BOOKING OFFICE (at The Robinson Piano Co.) will be opened to GUARANTORS ONLY on 3rd November, and to the General Public on and after 5th November, between the hours of 9 A.M. and 4.30 P.M. each day, Late Trams quarter-of-an-hour after fall of Curtain.

Stalls and Dress Circle... \$3
Pit... 2
Pit... 1
A. CHAPMAN,
Business Manager.

Hongkong, 1st November, 1904. [1177]

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions from the Executor of the Estate of the late J. STEWART HARRISON, to Sell by PUBLIC AUCTION,

ON

THURSDAY, the 10th November, 1904, at 2.30 P.M., at their Sales Rooms, No. 8, Des Vaux Road, (Corner of Ice House Street),
SUNDRY GOODS AND EFFECTS,
Belonging to the above Estate,

Comprising:

A number of SCIENTIFIC, CLASSICAL and POETICAL BOOKS, and many others in English and French Languages.

ALSO

One MAGIC LANTERN Magnifying Glass and Pictures, and several other Instruments; AND
A Quantity of CLOTHING, GLADSTONE BAGS, &c., &c.

AFTERWARDS

at 5 P.M. on the same date at Ah King's Slipway, Wanchai, (where she is at present hauled up) the well-known Racing Yacht
"THISTLE,"

with Sails, Appurtenances, &c.

The above Books, Instruments, &c. will be on view in our Sales Room, add the Yacht at Ah King's Slipway, where she has recently undergone an extensive overhaul. Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 5th November, 1904. [1202]

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 14th day of November, 1904, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND near Hok On in the Colony of Hongkong, for a term of 75 years, commencing from the 23rd day of July, 1900, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Content in Square Feet	Area in Acres	Upset Price
1	Neat Hok On	ft. ft. ft. ft. ft. ft.	11,893	127	10,612

Intimations.

A. S. WATSON & CO.,
LIMITED.

CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY
THE GOVERNOR.

AT THIS SEASON OF THE YEAR
WHEN DOWEL COMPLAINTS ARE
COMMON IT BEHOVES ONE TO
LOOK ROUND FOR A SUITABLE
REMEDY.

WATSON'S
ASIATIC CORDIAL

IS A SPECIFIC FOR ALL TROUBLES
OF THE STOMACH.

WE RECOMMEND OUR CUS-
TOMERS TO KEEP A BOTTLE BY
THEM UNTIL THE AUTUMN IS
OVER.

A. S. WATSON & Co.,
LIMITED,

CHEMISTS.

DRUGGISTS.

PERFUMERS.

&c., &c., &c.

THE
HONGKONG
DISPENSARY,
ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.

Hongkong, 29th October, 1904.

TELEPHONE NO. 256.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 4TH EDITION.
ESTABLISHED 1859.

A CHEE & CO.,
祥利廣
17, QUEEN'S ROAD.

FURNITURE
DEALERS.

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.

ELECTRO-PLATED,
GLASS, and
CHINA WARES.
PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS.
COUNTERPANES.
COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC
DEPARTMENT.
DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.
PROMPT RETURN.

Hongkong, 8th January, 1904.

ESPECIAL OLD TOM GIN.
Marshall and
Elvy's

Satinette
DOUBLY DISTILLED
AND OF
MATURED AGE.
TO BE OBTAINED FROM—
THE MUTUAL STORES,
Des Vaux Road.
Hongkong, 11th May, 1904.

NOTICE.
All communications intended for publication in
The "HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Ice House Road, and
should be accompanied by the Writer's Name and
Address.
Ordinary business communications should be addressed
to The Manager.
The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$30 per annum.
WEEKLY—\$18 per annum.
The rates per quarter and per month, proportionally.
The daily issue is delivered free when the address is
accessible to messenger. On copies sent by post (an
additional \$1.80 per quarter is charged for postage).
The postage on the weekly issue to any part of the
world is 80 cents per quarter.
Single Copies, Daily, ten cents; Weekly, twenty-
five cents.

The Hongkong Telegraph

HONGKONG, MONDAY, NOVEMBER 7, 1904.

PORT ARTHUR.

Ever since Japan revealed her startling
superiority both by land and sea over the
army and navy of Russia, the habit has
grown of mapping out the future course of
the campaign into a complacent series of
foregone conclusions. Last Thursday was
the birthday of the Emperor, and those who
are acquainted with the supreme devotion
possessed by all the Japanese towards their
sovereign, felt there was a potent significance
in the announcement that the Mikado's
army would choose this anniversary for the
final struggle around the Russian stronghold
at Port Arthur. At the present moment we
believe that it will fall into the hands of its
besiegers in a few days' time, and that the
fighting, so far as the Liaotung Peninsula is
concerned, will be at an end. It is univer-
sally admitted that the situation is desperate,
and reports from Tokio represent the Japan-
ese as confident of their ability to capture
it without much delay, and this despite the
fact that General Kuropatkin recently de-
clared that the stronghold was impregnable
and that the fortress was prepared to stand
a siege for two years. The Japanese, how-
ever, have discounted the boast of impregna-
bility, and from the news conveyed in the
Consular telegrams forwarded to us by
Mr. M. Noma, it is apparent that the end
is very near. The troops of the Mikado are
now within the inner defences and nearing
the hill of Etsheshan which, in their war
with China, ten years ago, was considered
the key to Port Arthur, and once it was
taken the other neighbouring defences would
become untenable, and the whole fortress
would be at the mercy of the besiegers.
This position, from the left, commanded a
gap from between the Etse plateau and the
inland extremity, and on the right its ap-
proaches were covered by the guns of a
strong fort built on the summit of Pine Tree
Hill, which, in the official telegram, is
referred to as Songshushan. This is the
western buttress of the ridge, a most impor-
tant point, situated just above the new town
and commands the bridge connecting the
old and new towns, besides the whole har-
bour. Proceeding along the crest of the
sickle-shape curve of hills are forts at
Erlungshan, and Tunkikwanshan which
have now been silenced. It is the crest
counterscarp of these places that the right
and central columns of the Japanese army
have occupied after another hand-to-
hand encounter, and no doubt with the
next few days will come tales of terrible
carnage which, during the course of the
present campaign, it has been the duty
of the military commanders to make. General
Stoessel has declared that the whole
garrison down to the last man is resolved to
defend Russia's bulwark in the Far East to
the last drop of blood. That the price in
terms of human life which will be paid for
alleviating the delay and suspense at Port
Arthur will, when the final statistics are
prepared, prove exceedingly high does not
admit of much doubt. The slaughter ten
years ago is terrible to recall, but Port
Arthur is now equipped with very different
defences and occupied by a very different
garrison. Japan will capture it at all
costs, and is prepared to lose 45,000 or
100,000 in front of the fortress. As an
instance of the carnage that has been
wrought one has only to refer to the fighting
which took place between the 19th and 23rd
September, when it was clear that the fury
with which both sides fought had never been
surpassed in the annals of warfare. It has
already been shown that at Erlungshan
the Japanese went so far as to climb up the
almost vertical wall of a fort by the use of
the holes made by their shell fire, and that
they will gnaw through mine wires with their
teeth in their endeavours to get within the
stronghold. There is a desperate determi-
nation, and while they are without doubt
meeting with a stubborn resistance the
troops of the Tsar are said to be growing
disheartened. Nevertheless, General Stoessel
is grimly determined to hold out, and is said
to be encouraging his men by urging that so
long as 1,000 men remain alive, the honour
of Russia demands the defence of the for-

ress and stating that he himself would rather
die than surrender. General Flock is rum-
oured to have declared that he is in sympathy
with this declaration and should his superior
submit to surrender he would rather kill him
and personally take command than agree to
such disgrace. But that Port Arthur must
yield, either to direct assault or to the
pressure of hunger, seems inevitable, and any
hour now may bring news of its fall. It
has been a great siege and one upon which
both armies have reason to be proud.

LOCAL AND GENERAL.

A CASE of plague has been notified from Tsai
Wan, in the New Territory.

THE England mail of the 8th October was
delivered in London on the 5th inst.

THE British collier *Simoon* is due here from
Cardiff with 5,384 tons of patent fuel and 257
tons of coke consigned to the Government.

ON Saturday night a fairly large audience
assembled to hear the concert given by the
band of H.I.G.M.S. *Hanza* in the City Hall.

A SWEDISH steamer and a German trawler
that have reached different ports, report being
penitently fired at by the Russian fleet on the
night of October 21.

A TELEGRAM received in Singapore announces
that over £1,000,000 sterling, in sovereigns,
were withdrawn from London to the Continent
in consequence of the warlike outlook.

It is stated that Dr. F. H. Swan, captain of the
Kowloon Cricket Club, has seen the Hon.
P. N. H. Jones, Director of Public Works,
regarding the allotment of a cricket ground for
the new club, at King's Park, Kowloon. The
D. P. W. kindly gave Dr. Swan the option of
two pieces.

DURING the hearing of the contraband case
today at the Supreme Court, reported fully
elsewhere, the Hon. W. R. Collyer, Attorney
General of the Straits Settlements, and M.
Liebert, the French Consul General here,
occupied seats on the Bench, on either side
of the Chief Justice, and manifested great
interest in the proceedings.

THE two Chinamen who were found in unlaw-
ful possession of a quantity of supplies, mostly
stolen from Chazalons, in Queen's Road, as
recorded in these columns at the time, were
sent to two months' hard labour each. One of
the men called an ancient dame to testify that
he bought a frying-pan from her twelve months
ago, but she could not identify it amongst the
stolen property.

LAST night the compound of the Roman
Catholic Cathedral was gay with visitors,
banners, bunting, attractively laid out stalls,
and music, the occasion being the annual
fresco fete and bazaar in aid of the funds of the
orphans of the Society of St. Vincent de
Paul. Many and varied were the articles
displayed to net the dollars and cents, and from
the start a brisk business appeared to be
doing.

At the Civil Summary Court, this morning,
before Mr. T. Sercombe Smith, (Puisne Judge)
a ship's steward named Chao So, at present
residing at 18, Lyndhurst Terrace, sued Captain
A. Casey of the s.s. *Chu Kong* for the recovery
of \$167.47 being the amount due for provisions
alleged to have been supplied to the vessel
in question. Mr. Dixon (of Mr. John Hastings's
office) appeared for the defendant, but there
being no appearance on the part of the claim-
ant, judgment was entered for defendant with
costs.

At the Civil Summary Court to-morrow morn-
ing, before Mr. T. Sercombe Smith (Puisne
Judge), an interesting case comes on for hear-
ing. Lieutenant Lumsden R.A., the well-known
cricketer, is bringing an action against the
Hongkong and Kowloon Wharf and Godown
Company, Limited to recover the sum of \$200
damages. Plaintiff alleges that, in consequence
of the negligence of the defendant Company,
or some of their employees, he was thrown
from a ricksha, and sustained shock to the
nervous system, injury to his clothing, besides
other personal inconvenience.

HARMSTON'S CIRCUS.

Full particulars of the forthcoming visit of
Harmston's circus and menagerie of performing
animals are given in our advertisement columns,
and from these it will be seen that Madame
Harmston-Love, the proprietress, has quite an
array of star artists to provide amusement to
everyone. For a long time past they have
been drawing crowded tents at Shanghai, and
according to the Press of that port, the enter-
tainment is far above the average perfor-
mance that one sees in the Far East.

LAND SALE.

The lot of Crown Land advertised for sale,
at Kowloon Tong, new Kowloon, was put up
for auction at the offices of the Public Works
Department this afternoon, the upset price
being \$190. The lot was knocked down to
Messrs. Denison, Ram and Gibbs for \$270,
and was purchased on behalf of the Basil
Mission. There were no other bids.

FASHIONABLE MARRIAGE.

JORDAN-DALY.

This afternoon, at three o'clock, in the Chapel
of St. Joseph, Garden Road, by the Rev. Fa-
ther O'Kelly, uncle of the bride, were united in
the bonds of holy wedlock Doctor Gregory
Paul Jordan, nephew of Sir C. Paul Chater,
Kt., C.M.G., and Marion Josephine Daly (née
Ormsby). Sir Paul Chater gave the bride-
away, the bridegroom being attended as best
man by Mr. A. G. Ward, there being, accord-
ing to custom, no bridesmaids, the bride being
supported by Mrs. J. M. Atkinson. The bride
arrived from home, escorted by her uncle Fr.
O'Kelly, in the *Cromwell*, on Friday morn-
ing. The chapel had been beautifully decor-
ated with flowers, palms, and potted plants, the
chancel being a perfect garden of exquisite
exotics. The bride, who wore an elaborate
frock of delicate white lace over white
silk, and a white hat with plumes, carried
a beautiful bouquet. She arrived punctu-
ally at 3 p.m., and the wedding cere-
mony was soon over. The service was
fully choral, Mr. E. Danenberg presiding at
the organ, and playing Mendelssohn's wedding
march as Dr. and Mrs. Jordan passed down
the aisle. While the following daintily dressed
children strewed flowers along the path of the
happy pair—Misses Stella, Phoebe, Iris and
Dione May, Masters Nigel and Bernard
Atkinson, and Gerald and Maurice Slade. After
the service, Sir Paul Chater held a recep-
tion at his residence, for which two hun-
dred invitations had been issued, and there
the healths of the bride and bridegroom were
drunk with cheers, photographs of the bridal
party being subsequently taken. The presents
were very numerous and handsome, a large
number having been brought out by the bride
from friends of the happy couple at home.
Those invited included the following:—

Hon. F. U. and Mrs. May, Commodore and
Mrs. Dicken, Major General and Mrs. Villiers
Hutton, Hon. Dr. J. M. and Mrs. Atkinson,
Mrs. Aitken, Messrs. A. V. Apcar, C. P. Allan,
J. Arima, and the Rev. Father Augustine.
J. W. Balles, Dr. and Mrs. Bell, Consul
General and Mrs. Bragg, Messrs. A. Babington,
S. Bismey, J. M. Beck, Hon. A. Borthwick
Miss Barker, S. E. Beaton, A. Bryer, J. X.
Britten, F. B. L. Bowley, Dr. Barnett, Mr. C. J.
Cooke and Mrs. Cooke, A. Crombie, Mr. and
Mrs. Craddock, Mr. A. Chapman, Mr. and
Mrs. Caldwell, Mr. J. P. Cochrane, Messrs.
A. Denison, V. H. Deacon, F. B. Deacon,
J. T. Douglas, Mr. and Mrs. W. Danby, Messrs.
J. K. Dealy, D. Dorabjee, Messrs. C. M. Ede,
G. R. Edwards, A. M. Esabhooy, F. W. Ed-
wards, E. Ellis, Dr. Forsyth, Dr. Forster,
Messrs. A. Fuhrmann, C. F. Focken, Fung
Wa Chun, Mr. and Mrs. Grant Smith, Mr.
and Mrs. Grace, Mr. F. D. Goddard, Mr. J.
Gregory, Dr. R. M. Gibson, Mr. and Mrs.
Graham, Messrs. T. C. Gray, E. Goetz, W. D.
Graham, Mr. and Mrs. T. E. Griffith, Hon. and
Mrs. Gershom Stewart, Hon. W. J. Grosson,
Dr. A. Gibson, Mr. and Mrs. Miss Shelton
Hooper, Mr. and Mrs. J. Hooper, Dr. and Mr.
Hunter, Mr. A. Howard, Mr. G. R. Hunter,
Mr. T. F. Hough, Mr. and Mrs. Holyoak, Mr.
and Mrs. Harker, Mrs. and Miss Hance,
Mr. and Mrs. H. Humphreys, Miss Hair, Mr.
and Mrs. A. H. Huke, Hon. Dr. Ho Kai, Mr.
and Mrs. Ho Fook, Mr. and Mrs. Ho Tung, Mr.
T. Hodson, Mr. A. Haupt, Dr. and Mrs. Har-
ston, Dr. Spencer Hough, Mr. F. and Mrs. Haz-
land, Mr. and Mrs. E. M. Hazland, Mr. and
Mrs. E. H. Hinds, Capt. and Mrs. Hodgins, A.
M. S. Ismail, Mr. and Mrs. Jupp, Mr. John Paul
Jordan, Mr. H. U. Jeffries, Mr. A. W. Jeffries,
Mr. and Mrs. Lee-Jones, Mr. Jones, Mr. J. W.
Jameson, Dr. Mrs. and Miss Koch, Mr. and
Mrs. King, Mr. and Mrs. Kraft, Dr. F. H.
Kew, Dr. Key, Mr. L. Knox, Mr. and
Mrs. G. P. Lammert, Mr. G. R. Lammert,
Dr. Lang, Mr. Li Pak, Mr. J. T. Lauts, Mr. H.
W. Looker, Mr. and Mrs. Mitchell, Mr. A. G.
Morris and the Misses Morris, Mr. H. N.
Mody, Mr. Macdonald, Mr. H. C. Marshall,
Capt. and Mrs. Milroy, Mr. and Mrs. Mackenzie,
Mr. and Mrs. Mihara, Mr. Mrs. and Miss Mur-
ray Bain, Dr. MacDougal, Mr. McIntosh, Mr.
and Mrs. M. S. Northcote, Mr. and Mrs. Noyes,
Mr. N. G. Li Hing, Mr. H. M. H. Nemari,
Mr. M. Noma, Capt. Olfert, Mr. and
Mrs. Ormiston, Mr. and Mrs. Osborne, Mr.
E. Owen, Mr. E. Ono, Mr. J. Orange,
Mr. and Mrs. J. C. Peter, Mr. and Mrs. Pinck-
ney, Mr. and Mrs. G. W. Playfair, Mr. G. H.
Potts, Mr. P. C. Potts, Mr. W. H. Potts, Mr.
and Mrs. Plummer, Mr. and Mrs. J. T. Plum-
mer, Staff Surgeon Parker, Dr. Pearce, Mr.
and Mrs. A. H. Rennie, Mr. and Mrs. Rose,
Mr. Robinson, Mr. A. Rumjahn, Mr. Rankin,
Mr. and Mrs. Raymond, Mr. M. W. Slade,
Mr. and Mrs. H. W. Slade, Mr. and Mrs. A.
Seith, Mr. H. A. Seith, Mr. S. A. Seith, Mr. and
Mrs. Shellim, Mr. Bruce Shepherd, Mr. E. B.
Shepherd, Mr. H. Percy Smith, Mr. and Mrs.
Smith, Mr. A. G. Stokes, Mr. and Mrs. Skelton,
Mr. M. S. Sassoon, Mr. S. D. Setao, Dr. and
Mrs. Swan, Mr. and Mrs. Schellhaus, Mr. Shi
Ping Kwong, Mr. and Mrs. Sayer, Mr.
M. J. D. Stephens, Mr. and Mrs. Siebs, Mr.
Sin Tak Fah, Hon. R. Shewan, Mr. T.
Shigenaga, Mr. T. Stein, Hon. E. H. Sharp
and Mrs. Sharp, Mr. J. R. M. Smith, Mr. P.
Scott, Mr. W. Taylor, Mr. and Mrs. Tilden,
Mr. and Mrs. Tomkins, Mr. and Mrs. Town-
shend, Mr. C. W. Taylor, Mr. and Mrs. Tar-
rant, Mr. and Mrs. Tomes, Mr. J. W. R. Taylor,
Mr. S. W. Tso, Consul and Mrs. Volpicelli,
Mr. J. Y. V. Vernon, Mr. J. S. Van Buren, Mr.
and Mrs. W. B. Walker, Mr. and Mrs. J. White,
Mr. H. P. White, Mr. A. G. Ward, Miss Wal-
lace, Mr. A. Wilson, Dr. White, Mr. Wei On,
Hon. Wei Yuk, Mr. Whitley, Mr. Westerburg,
Hon. E. S. Ward, Mr. and Mrs. R. C. Wilcox,
Mr. C. Wilcox, Mr. Wong Lai Sang, Commr.
Watson, Mr. E. S. Wheeler.

THE GARRISON REVIEW

AT HAPPY VALLEY.

Wednesday next being the King's birthday,
a garrison review will be held at the Happy
Valley, and as a public holiday has been pro-
claimed there will doubtless be many spectators
at the ceremony. The troops will be paraded
as strong as possible, and at 9.45 a.m. will be
drawn up in line, with fixed bayonets, facing
south-west and parallel to the racing track, in
the following order of precedence:—Royal
Naval Brigade, Royal Garrison Artillery, Royal
Engineers, 1st Sherwood Foresters, Hongkong
and Singapore Battalion Buffs, Royal Garrison
Artillery, Hongkong Volunteers, 10th Mahratta
Light Infantry, 93rd Burma Infantry and 114th
Mahrattas. The Royal Naval Brigade will be
on the right of the line. H. E. the Governor,
Sir Matthew Nathan, K.C., C.M.G., who will
be attended by his aides-de-camp, will proceed
on to the ground when the division will come
to the attention and present arms for the general
salute, after which, in company with other
naval and military officials, he will inspect the
troops. This finished, a *fide-jah* will be
fired and the troops present arms for a Royal
salute. After cheering, which will be led by
the General Officer Commanding, the whole
division will march, the marching point in
column, and the officers and colours line up for
review order, and the division will advance
with bands playing. Upon halting there will
be another Royal salute to terminate the cere-
mony, the troops then being marched off the
ground.

During the day the Royal Standard will be
 flown from Government House, Headquarters
House, and the Union flag from the Hospital
Ship *Albatross*. A Royal salute of guns is to be
fired from the *Albatross* Battery at noon in con-
junction with the Royal Navy.
A general holiday will be observed on the
10th inst. by the whole garrison.

E L E G R A M .

THE WAR.

OPERATIONS AT PORT ARTHUR.

Mr. M. Noma, Consul for Japan, has kind-
ly forwarded to us the following telegram:—
Tokio, 3th Nov., 9.55 p.m.
The commander of the Port Arthur Army
reports that the right and a part of the
central column occupied at sunset on Oct.
30 the crest counterscarp of Sunghuehan,
Erlungshan, Tunkikwanshan, and north
forts, and destroyed some of the enemy's
flankers' outer trenches.

The other part of the central column,
despite the enemy's fierce fire, assailed and
carried, at 2 p.m., the fort situated between
Panlungshan and Tunkikwanshan north forts.
The Russians repelled counter-assaults
against this fort and we lost it at 10.30 p.m.

But General Ichishie successfully re-
occupied it at 11 p.m., when he captured
three field guns, two machine guns, three
cases, many other trophies, and found forty
Russians dead. The left column captured
on the same day Kobayuna fort, situated
north-east of Tunkikwanshan.

On Oct. 31 we attacked the harbour ship-
yard with large calibre and naval guns, hitting
the *Gilyak* several times and sinking two
steamers.

On Nov. 1, two steamers in the western
harbour, about 3,500 tons each, and on
Nov. 2, another about 3,000 tons, were
sunk. A violent explosion, probably a
powder magazine, was heard twice at the
north end of the city. We commenced at
noon on Nov. 3 a heavy bombardment with
Naval guns against the shipyard and other
places east of the harbour, where fire broke
out at 12.15 p.m., raging till 4 a.m.

On the same day our bombardment with
large calibre guns inflicted considerable
damage on the fort.

THE FLEET.

We learn on good authority that the *Thetis*
is due here about the 15th inst., while the
surveying ship *Waterwitch* may be expected
about the same time. The *Albatross* should
make port by the 9th followed, three days later,
by the *Phoenix* and *Drum*. The river gun-
boat *Tweed* is timed to depart from Shanghai
hence in company with the *Vesta* on the 17th.
The *Fearless* will proceed to England as soon
as possible.

SATURDAY'S SPORT.

CRICKET.

In the match, Possible v. Probable, there
was a win for the latter by six wickets, the
former having secured 114 against 178 for six
wickets by the Probable. R. Hancock, who
captained the winning team, retired, hurt, at 49.
Following are results of match played in
connection with the League competitions:—
Craigengower, 121; (J. D. Kinnaird, 55);
R.A.M.C., 62.
A.D.C., 122 (Skinner, not out, 51); Hong-
kong "A", 57; Police, 67; Paracet, 25.
Civil Service, 107; R.E.'s 42 (3 wickets).

FOOTBALL.

The Naval Yard beat the Club by one goal
to nil, while the band of the Sherwoods
secured a victory over the *Albatross* by 3-0.

YACHTING.

Following is the result of the second Club
Race (Royal Hongkong Yacht Club), sailed
yesterday over Course No. 8 (11 miles):

CHAMPIONSHIP CLASS.

Yacht	H. M. S.
<i>Elphinstone</i>	3 2 47
<i>Dion</i>	3 25 30
<i>Vernon</i>	3 34 35
<i>Albatross</i>	3 34 17

ONE-DESIGN CLASS.

Yacht	H. M. S.
<i>Min</i>	3 32 30
<i>Colleen</i>	3 39 2
<i>Kothlum</i>	3 39 10
<i>Bonito</i>	3 43 50

HANDICAP CLASS.

Yacht	H. M. S.
<i>Albatross</i>	3 51 55 (1) 3 51 55
<i>Chanticleer</i>	4 8 33 (3) 3 59 53
<i>Payne</i>	4 9 32 (3) 3 59 33
<i>Iris</i>	4 9 35 (5) 4 4 26
<i>Dorian</i>	4 11 37 (4) 4 3 32

SHIPPING AND MAILS.

MAILS DUE.

German (*Prinzess Alice*) 7th inst.
German (*Prinzess*) 9th inst.
American (*Monkella*) 13th inst.

The s.s. *Tromont* arrived at Victoria, B.C.,
on 4th inst.

The P. & O. S. N. Co.'s s.s. *Candia* left Singa-
pore for this port on 5th inst., at 4 p.m.

The C. P. R. Co.'s s.s. *Albatross* from Hong-
kong &c., arrived at Vancouver at 5.30 p.m., on
5th inst.

The A. A. Co.'s s.s. *Kith* from New York
left Singapore on 23rd ult., for Manila, and is
due here on 11th inst.

The Imperial German Mail s.s. *Prinzess
Alice* left Shanghai on Saturday, at 11 a.m.,
and may be expected here to-day, at sunset.

The H. A. L. s.s. *Sengamba* from Ham-
burg left Singapore for this port on 7th inst.,
a.m., and may be expected here on 13th inst.

The mail s.s. P. M. S. Co.'s s.s. *Manga-
lla* has been transferred at Nagasaki to the Port-
land Asiatic s.s. *Arabis*, and is due here on
19th inst.

The C. P. R. Co.'s s.s. *Tartar* arrived at
Shanghai at 2 a.m. on 6th inst., and left again
at 5.30 p.m., same day, for Nagasaki, where she
is due to arrive at 9 a.m., on 8th inst.

The Imperial German Mail s.s. *Prinzess
Alice* will leave Singapore on Friday, at
1 p.m., and may be expected here on 9th inst.

TELEGRAMS.

(Reuters).

The Right of Search.

LONDON, 4th November.

Lord Lansdowne, in a communication to the London Chamber of Commerce, said that Russia had met all the representations of Great Britain and the United States in a conciliatory manner. He understood that Russian Naval Commanders had recently been furnished with instructions which would result in the exercising their rights in a less vexatious manner for the future. The Government was not able to find any ground for the suggestion that Russia had favoured German ships as compared with British. It was obviously impossible for any Government to inform shippers whether their particular cargo was entitled to immunity from seizure.

The Mikado's Birthday.

Col. Lawson, on behalf of the King, has called on the Japanese Legation and offered congratulations on the Mikado's birthday.

LATER.

General Stoessel Reported Wounded.

It is reported that General Stoessel was wounded in the latest fighting, of which the issue is still uncertain.

Coal for the Russian Baltic Fleet.

The Foreign Office, in reply to a question by shipowner, declares that it is not permissible for shipowners to charter their vessels for the purpose of following the Russian fleet with coal supplies.

SUICIDE OF I. G. HANSFORD

OF THE L. M. CUSTOMS SERVICE.

At half-past twelve o'clock on Saturday afternoon, those near the Imperial Maritime Customs Revenue cutter, *Lilin*, lying in the Hongkong and Whampoa Company's Dock at Kowloon, were startled by the report of a revolver shot, apparently coming from the side of the *Lilin*. Upon proceeding to the place the body of Mr. Lewis George Hansford was found lying prostrate on the floor of a small matchbox erected near the European quarters. It was bleeding profusely from a wound in the region of the heart, while beside the man was lying a revolver, of the service pattern, with the chambers empty, the barrel being still quite hot. An ambulance was immediately sent for and the wounded man, who asked to be put out of his pain, was at once taken to the Government Civil Hospital. Serg. Sullivan took charge of the revolver and the personal effects of the man, who died before reaching the Hospital, from the effects of the wound, the bullet having passed through the body. Considerable mystery surrounds the sad occurrence, as no cause whatever can be adduced by his comrades and friends, as he was understood among them to be, in so domestic or financial trouble of any kind, and up to half an hour before the occurrence was chatting gaily and in the best of spirits, apparently, with several friends in one of the Customs' launches close to where the occurrence took place. The deceased, who was 33 years of age, had been in the Maritime Customs service since 1893, having left the British Navy to join the same, and had always borne an excellent character. He was very much liked and exceedingly popular with his superiors and his comrades alike. He was somewhat reserved and retiring in disposition, but with those who knew him best he was a man of sterling quality. He was for some time on the out-door staff of the service, but was lately transferred, upon promotion, to the revenue cutter *Lilin*, where he has thus fatally terminated his career, under circumstances that, it is to be hoped, will be fully cleared up at the inquest which will be held in due course. Deceased was unmarried, but, it is understood, leaves one sister at home, as the only relative to mourn his loss.

THE ATTACK ON A CUSTOMS OFFICIAL.

ANOTHER VERSION.

It will be remembered by our readers that some days ago, we reported a case of an alleged murderous attack on a Customs' officer, named G. M. Carter, in the New Territory. A report was made, by the alleged victim, to the police of the occurrence, and by dint of their exertions and inquiries in the locality they managed to find the coolie who had been engaged to carry Carter's luggage. He made no attempt to deny anything or hide any of the facts, but stated that the murderous attack was not made upon Mr. Carter, but by the latter upon the coolie, for no reason that he could give, and certainly the appearance of the coolie appeared to uphold his story, for he presented a very battered pair of arms, leg and back when brought to the Central Station by the police, nor did he look like a murderer, but rather like a harmless imbecile. However, from Mr. Carter's report he was charged with the alleged assault, and notice sent to Mr. Carter to attend the Court this morning to prosecute. The case being called on, it was found that Mr. Carter was not present, and as there was no prosecuting witness against the coolie, who appeared to tell a straight story, Mr. Hazeldan discharged the man. From inquiries subsequently made by the police it transpired that Mr. Carter had not been seen or heard of since the day after the alleged attack upon him, and his whereabouts were entirely unknown to anybody either in his office or his district in the New Territory.

WHAT IS CONTRABAND?

THE RUSSIAN DECLARATIONS REGARDING FOOD STUFFS.

INTERESTING SEQUEL TO A JAPANESE CHARTER PARTY.

At the Supreme Court this morning, the Chief Justice, Sir Henry S. Berkeley, presiding, an interesting case bearing upon the nature of contraband occupied the attention of the Court. It was, as has already been reported in these columns, a special case in which His Lordship was asked to settle a dispute as to the nature of contraband of war, in regard to an arbitration award to be made by Mr. E. A. Hewett, Agent of the P. and O. Company, Hongkong, as between the Osaka Shosen Kaisha, represented by Mr. T. Arima, and the captain and owners of the Norwegian steamer *Prometheus*.

The general particulars disclosed amongst other admitted facts that a charter party was signed in Hongkong on the 10th February, 1904, between Messrs. Sander Wieler and Co., as agents for the *Prometheus*, and Mr. T. Arima, manager of the Osaka Shosen Kaisha, whereby the vessel was to be put at the sole disposal of the charterers, and as soon as possible return from her then voyage to Saigon. Afterwards by clause 2 of the charter party she was to carry cargo and passengers for lawful voyagers to all parts of the world open ports only, but America, Europe, Australia and Africa, and also the Amur district, and ports north of Vladivostok being excluded, and inter-port trading in the Philippines. It was further laid down that the agreement was not to be cancelled in the event of war being declared. By clause 22, any dispute was to be decided by arbitration at Hongkong. Hence this appearance. It was contended that the captain and owners of the *Prometheus* regarded foodstuffs and timber as contraband of war and refused to carry out the agreement.

Mr. Hewett was unable to make the award until the Court had answered the three following questions:—(1) Whether under the terms of Russia's declaration the cargo intended for shipment from Yokohama and Kobe to Kagoshima, Okinawa, Keelung, Anping and Tokyo by the *Prometheus* was contraband. If so, whether the Russian declaration in this respect is binding upon neutrals, or whether, as urged by Mr. Hastings, it is *ultra vires*?

(2) Whether the line on which the Osaka Shosen Kaisha wished to employ the *Prometheus* is a "privileged" line, and if so was it therefore unlawful for a neutral ship to engage in such a trade?

(3) Whether, in view of all the evidence brought forward, the Osaka Shosen Kaisha attempted to violate, or alter, the terms of the Charter Party as a whole, but particularly with reference to clause 37, by instructing the Commander to load a cargo of timber and foodstuffs and to proceed to the ports named in their letter of 27th April, 1904?

Hon. E. H. Sharp, K.C., (instructed by Mr. John Hastings) appeared for the Osaka Shosen Kaisha, and Mr. M. Slade, (instructed by Messrs. Wilkinson and Grist) on behalf of the owners of the *Prometheus*. Counsel for the plaintiffs, in his opening statement, which was read under section 544 of the Rules of Court, stated that Mr. Hewett had acted as arbitrator to state an award under that section as to the whole or part of the case in the form of a special case for the opinion of the Court. With regard to the facts there was no difference between them. The plaintiffs who claimed damages were a steam-ship company, trading along the coast of Japan and Formosa, and possibly elsewhere. The Japanese Government had hired certain of the ships belonging to this Company as transports in connection with the present war, and the Company had chartered other ships including the Norwegian steamer *Prometheus*, the vessel in question to carry on their regular trade. On the evening of the 8th February war began between Russia and Japan. On the 10th February a six months' charter was made at Hongkong between Messrs. Sander Wieler & Co., agents for the owners, and the Osaka Shosen Kaisha as charterers. He would only draw His Lordship's attention to a very few clauses in that charter.

Mr. Slade at this point admitted that the agreement was actually signed after they knew that war had been declared.

Mr. Sharp, continuing, said that a special clause had been added in writing to that agreement to the effect that the steamer was not to go to any blockaded port nor to carry any contraband. The arbitrator asked the meaning of that word contraband under that clause No. 37. The result of extensive correspondence regarding the term "open ports" was to use the words of the other side "non-treaty ports, so long as the Japanese Government keeps them open." On the 2nd February the charter actually commenced, and on the following day, the *Prometheus* left Hongkong, under the charter, for Formosa where she loaded rice and sugar, provisions in fact he might say, for Yokohama and Kobe, and that cargo was duly carried and discharged in those ports. Whilst at Kobe, loading began for the second voyage from Kobe to certain Japanese coast ports and Formosa. The captain, on behalf of the owners, declined to take provisions on the ground that they were contraband under clause 37, and the result was that after much correspondence the voyage had to be abandoned, and the ship after lying as a dead loss for some time in Kobe harbour, returned to Hongkong and was sub-chartered to Chinese for different purposes altogether. The charterers claimed damages, but the amount of those damages they did not ask His Lordship to decide, for it being a matter of arbitration there were no pleadings.

In reply to a question from the Bench, Counsel added that they claimed damages which they did not ask His Lordship to state, which they claimed to have suffered in consequence of what, they argued, was the wrongful and improper refusal of the Captain to proceed. This refusal they claimed

had wrongfully frustrated the purpose of the charter which was to assist in the conduct of pacific inter-coast trade. In February certain regulations were published in St. Petersburg regarding contraband and formed another question referred to His Lordship by the Arbitrator. After the Captain's refusal to long correspondence passed between the parties and this led to the matter being ultimately referred to arbitration. At the end of the arbitration, about September 20th the solicitor for the ship raised a point regarding the legality of this inter-port trade, but when they signed this charter they could not have had in their minds anything extraordinary which Russia might attach as to the meaning of the word "contraband." They claimed that contraband was what was recognised by International Law, whilst the owners claimed that it meant anything that Russia might say was contraband. He maintained that what was recognised by International Law may be summed up under three heads: (1) Things useful for war only. (2) Things useful for peace only, which were never contraband. For example pianos. (Laughter.)

Mr. Slade—Provided they do not contain guns. (Renewed Laughter.)

And Mr. Sharp said:—(3) Things useful for both peace and war, which was contraband if intended for warlike purposes. It was with this third class that they were now concerned, and he submitted that the provisions and timber in this case were intended for merely innocent purposes, and for the peaceful promotion of commerce. Counsel, proceeding, referred to a large number of decided cases dealing with what under International Law contraband was usually regarded as, and laid particular stress upon Tudor's Leading Cases, No. 981, further observing that Russia had always hitherto taken the lead in protesting against provisions being regarded as contraband. Russia's alleged right to make contraband was contrary to the principles of International Law, and to hold the view that she had such a right wholly disregarded the rights of neutrals. It was not questioned that belligerents had no rights, and it was equally unquestionable that neutrals had rights; and to hold the right that Russia could arbitrarily declare contraband entirely disregarded the rights of neutrals, for it was a well-accepted principle in International Law that a belligerent could not by his own declaration render innocent goods contraband. He earnestly submitted that this principle could not be changed by the arbitrary will of any one Power.

On re-assembling after the luncheon interval, Counsel for the charterers continued his arguments against the power of any country, and especially a belligerent, to declare what was contraband. He quoted the case of the *Burdearth*, during the Boer war, and to certain representations made by the German Government in which Count Matfeldt especially referred to certain clauses in the British Admiralty Manual. Lord Salisbury expressly said the British Admiralty Manual was not conclusive, and made a point that it was the Prize Court which had to determine the merits of the case before the final opinion of any individual country might be said to be obtained. Neutrals were not in any way bound to recognise Russia's right to make goods contraband by her mere *ipse dixit*. He quoted the treaty made between Great Britain and the United States so far back as 1794, to show that even at that date the law of nations was an important subject of consideration. In conclusion Mr. Sharp summed up the points on which he relied for a judgment in his favour. He said firstly the Russian declaration might be properly construed to be in accordance with established International Law; secondly if read as the other side read it in the Court below, the translation was at worst ambiguous, and upon that ground again ought to be construed so as to accord with International Law; thirdly, that if the declaration clearly stated provisions to be contraband irrespective of warlike purposes, such a declaration would be invalid; fourthly, he submitted that in any case such a declaration would be ineffectual until sustained by a judgment of the Prize Court; and fifthly, a judgment in the Prize Court itself was not final and conclusive, if it did not accord with International Law, but was subject to appeal and, finally to Diplomatic action, which Diplomatic action in the past would be taken. Neutrals had always refused to be bound by anything which went beyond International Law. The owners contended that, apart from contraband, the charterers acted illegally in employing the ship on this line, but whilst he had many answers to that in the negative, he maintained that it was a perfectly lawful voyage. The doctrine upon which this contention was based was obsolete, and had fallen into disuse, practically since the 18th century. Counsel again proceeded to wade into lengthy decided cases, and on one occasion went as far back as 1795. He rejected the theory that the charterers had erred in taking the *Prometheus* into the Formosan ports of Kagoshima and Okinawa. They were what were known as non-treaty ports, that is to say ports not opened to universal trade by treaty, but any one could trade there by getting certain permission, which was by no means difficult to obtain. Mr. Sharp had not finished his arguments when the Court rose at 3.45, the further hearing being adjourned until tomorrow morning at 11 o'clock.

THE WEATHER.

The following report is from Mr. J. I. Plummer, Chief Assistant of the Hongkong Observatory:—

On the 7th at 11.55 a.m. The barometer has risen in S. China and Formosa, and fallen in N. China and N. Japan.

The depression in N. Japan has moved slowly to the ESE. and has now reached the Pacific.

Gradients are much diminished on the China Coast and a very moderate monsoon will be met with in the Formosa Channel, further to the southward monsoon may still be expected.

Forecast—Moderate NE wind, fine.

HONGKONG INTERPORT CRICKET TEAM.

After the match on Saturday the Selection Committee decided that the following should represent Hongkong in the opening match against Shanghai, which commences on Friday, 11th instant, at 11 a.m.:

1. R. Hancock.
2. P. M. Heath (110th Mahr).
3. W. F. Lumsden, R.A.
4. T. E. Pearce.
5. R. E. O. Bird.
6. H. Arthur.
7. H. Hancock.
8. J. T. Dixon.
9. J. O. Airy (114th Mahr).
10. C. M. G. Burnie.
11. T. Sercombe Smith.

The next match will be played between the two visiting teams, commencing on the Monday or Tuesday following, and on its conclusion Hongkong will play the Straits team. The team to represent Hongkong in the final match will not be chosen until after the match against Shanghai is finished.

A few individual details as to the men composing the Eleven will be of interest.

H. Hancock—Will no doubt captain the team. Is the safest bat Hongkong possesses. Is especially strong in his driving and cutting to the off. An old Interport player. Scored 93 against Singapore in 1901 and 68 against Shanghai. Last year's score against Shanghai 12. Bows a right-hand medium pace ball with a break from the off. Usually goes on first change. Fields in slips.

Lieut. Lumsden—One of the best men in the team. A good performer with both bat and ball. Will probably open the home innings with Hancock. Is a powerful hitter on the off, made 149 against Shanghai last year. Will no doubt be relied upon to do most of the tumbling. Bows a medium fast right-hand over-the-cricket ball, with an off break. Excellent field in the slips.

Lieut. Heath—A very strong bat, powerful hitter, particularly on the off. Is a brilliant field at cover point.

H. Hancock—Equally capable in both departments of the game. Is a strong hitter Bows a slow right-hand ball, with an off break. Fields at third man and deep field. Played last year against Shanghai, and put in some smart fielding. Has played for Kobe against Yokohama on two occasions, on each of which he scored over 100. Is a safe catch.

T. Sercombe Smith—The veteran of the team. Has played for the last 12 or 15 years in Interport cricket. A very steady all-round man, and sure catch. A careful bat. Bows a slow right-hand ball which comes up quickly off the pitch, with a break to the off. Fields at extra cover.

J. T. Dixon—Probably the best all-round player in the team. Bows a medium fast right-hand ball over the wicket, but meets with a certain amount of bad luck. Is a solid bat, and scores freely all round the wicket, his favourite stroke being a drive to the off boundary. Can field anywhere, a certain catch; never misses. Played last year at Shanghai.

R. E. O. Bird—A left-handed bat and bowler. Sends down a slow ball just above the wicket. A somewhat uncertain bat. Generally fields in the slips—usually a safe catch. Played last year.

Airy—Got his place for his brilliant fielding. Is equally good either at third man or in the deep field. Throws in strongly and accurately. Is a moderate change bowler, with a slow right arm off-break delivery. A fair bat when set. Would do better were he to try and play carefully instead of hitting out.

Burnie—A new man. A steady, patient bat, and a good field at mid-off. Is apt to take matters a trifle too leisurely when fielding.

Arthur—The wicket-keeper of the team. Arrived here last Saturday so is probably a trifle out of practice. Very good when in form. Is a reliable bat. Has rendered invaluable service to Hongkong on more than one occasion with the bat. Has taken part in the last five Interports.

T. E. Pearce—A good steady bat, with varied strokes all round the wicket. Is a good right arm off-break bowler, medium fast. A brilliant field anywhere. Will probably figure at point on Friday. A safe catch. Also played last year at Shanghai.

The team chosen to play again Shanghai will not necessarily be the same against Singapore.

COMMERCIAL.

FREIGHT.

Writing on Saturday, Messrs. Lamke and Rogge state:—Last circular was dated 22nd ultimo and, during the period since elapsed, a somewhat quieter tone has pervaded the freight market, the volume of business transacted being smaller, whilst rates of freight in some directions are showing a slight retrograde movement. An actual collapse in freights is, however, more than unlikely, it being generally expected that the present lull will be of but short duration, principally attributable to a falling off in the demand from Saigon to this which which may, however, revive at any moment.

Settlements from Saigon to this have been nil, at least, none are reported locally and the rate stands more or less nominal at 18 cents per picul; but, at the same time, no tonnage could be procurable at this or at even higher figure, steamers finding so far a sufficiently better outlet in other directions. Grain at Saigon has become scarce, owing to inundations in some of the producing districts and the new crop is also said to have suffered to some extent, but as to the latter, it is rather early to say anything definite.

From Saigon to a Philippine port, business has been done at 33 cents per picul, and there is further, though somewhat limited, demand for small size only.

Saigon/Java, a fixture is reported at 30 cents per picul and also in this direction a moderate inquiry continues.

Saigon/Japan, there has been nothing doing and rates are nominal.

Java to this, a fairly strong inquiry is still prevalent; but it is very difficult to procure tonnage. Rates are unchanged, viz., 17 cents per picul wet and 30 cents per picul dry sugar.

The demand from Bangkok to this has resulted in another fixture of a fairly large boat at the full rate of 35/30 cents per picul and it is quite on the cards that more tonnage will be wanted ere long. It is said that there are still large quantities of grain available for shipment at Bangkok.

Some chartering has after all come to pass from Newchwang to Canton and several settlements are on record at the average rate of 28 cents per picul. It is an open question whether further business will come to pass, produce price in the North being so extremely high that shippers, not seeing their way to any margin, prefer to keep aloof.

Coal freights have ruled fairly steady and fresh chartering has been brought about at rates ranging from \$2.05 to \$2.15 per ton, Moji to this, and \$2.30 per ton, Nagasaki to this. For Manila, a fixture is reported at \$3.75 per ton. For Singapore \$2.50 per ton may be quoted.

On monthly terms, a couple of charters are reported, both for Java trade.

Sail Freight:—Nothing doing. Sail tonnage loading or to load:—For New York:—American bark *B. Sulton*, arrived 28th June. Disengaged:—American bark *Evis J. Ray*, 909 tons. French bark *Bourbaki*, 1,711 tons.

To-day's Advertisements.

FIRE INSURANCE ASSOCIATION OF HONGKONG.

NOTICE is hereby given that FIRE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business on WEDNESDAY, the 9th instant, the Anniversary of the Birthday of His Most Gracious Majesty King EDWARD VII.

By Order,

A. R. LOWE, Secretary.

Hongkong, 7th November, 1904. [1212]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Naval Authorities that TORPEDO RUNNING will be carried out from the range at Lai Chi Kok for upwards of a month, commencing on the 7th instant.

By Command,

F. H. MAY, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 7th November, 1904. [1208]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"PREUSSEN."

Captain R. Dahl, due here with the outward German Mail about WEDNESDAY, will leave for the above places about 12/24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 7th November, 1904. [1203]

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.

ALSO

VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO.

(Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA).

THE Steamship

"ISCHIA."

Capt. Maganzini, will be despatched as above, on SATURDAY, the 12th instant, at Noon. At BOMBAY, the Steamer is discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Agents.

Hongkong, 7th November, 1904. [1213]

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PENTAKOTA."

Captain C. Willis, will be despatched as above, on SUNDAY, the 13th instant, at Daylight. For Freight or Passage, apply to

JARDINE, MATHESON & Co., Agents.

Hongkong, 7th November, 1904. [1214]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO', LONDON AND STRAITS.

THE Steamship

"GLEN TURRET,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 14th instant will be subject to rent.

No Fire Insurance will be effected. All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the "Godown Company" within ten days after the steamer's arrival, after which no claims will be recognised.

MCGREGOR BROS. & GOW, Hongkong, 7th November, 1904. [1210]

To-day's Advertisements.

HARMSTON'S CIRCUS

AND ROYAL MENAGERIE

OF PERFORMING WILD ANIMALS.

LOCATION: CAUSEWAY BAY, NEAR POLO GROUND.

GRAND OPENING NIGHT, SATURDAY,

November 12th, at 9 P.M.

ABSOLUTELY THE BEST SHOW THAT HAS EVER VISITED HONGKONG.

OUR COMPANY OF STAR ARTISTES. THE ZOES.

Europe's Greatest Gymnasts THE CANTONS.

Wire Runners, Jumpers and Pantomimists. IONA GINNETT.

The most novel Horse-woman in the Universe, With her own imported, More Gladys.

RHODESIA.

London's Lady Society Juggler, GEORGE GINNETT'S.

Power of Kindness over Animals. JOHN WELBY COOKE.

Absolute Master of them all and GILLEN, England's Greatest Musical Clown.

MIDDLE OURA.

In her Picturesque Act on the Silver Wire, THE BUCKNYS.

French Acrobats and Pantomimists. THE-ELC RO-TRIO—THE ALTON BROS. FLORE, VIOLET, AND MARGUERITE.

AND 20 OTHER ARTISTES 20.

OUR BEAUTIFUL STUD OF HORSES & TIGERS, ELEPHANTS, LEOPARDS, BEARS, MONKEYS, GOATS, &c.

FIRST GRAND MATINEE, WEDNESDAY AFTERNOON, November 16th.

Doors Open 3 o'clock. Commence 4 o'clock. Children Half Price to Matinees only.

PRICES OF ADMISSION: Full Box, 6 Chairs.....\$18.00 Single Seat, Box..... 3.00 Chairs..... 2.00 Stalls..... 1.00 Gallery (Chinese only)..... 0.50

N.B.—The Electric Tramway Co. will run Special Cars before and after the Performances. Booking Office: Robinson Lane Co., Ltd. MADAME HARMSTON-LOVE, Proprietress, ROBERT LOVE, Manager, R. ALTON & A. LEONARD, Agents, Hongkong, 7th November, 1904. [1211]

THE DAIRY FARM CO., LIMITED.

THE EIGHTH ORDINARY YEARLY MEETING OF SHAREHOLDERS will be held at the Company's Town Office, 2, Lower Albert Road, Hongkong, on THURSDAY, the 10th day of November, 1904, at 3 P.M.

By Order,

S. A. SETH, Secretary.

Hongkong, 7th November, 1904. [1209]

WILLIAM POWELL, LIMITED.

MR. HARRY EYRE has this day taken over the Management of the Company's Business.

By Order of the Board of Directors,

R. G. HECKFORD, Manager, Wm. POWELL, LTD. Hongkong, 7th November, 1904. [1215]

FOR SALE.

FANCY NOTE PAPERS AND ENVELOPES.

Apply to—

BOO CHONG, 20, Pottinger Street.

Hongkong, 7th November, 1904. [1156]

Intimation.



THE POPULAR SCOTCH IS "BLACK & WHITE"



JAMES BUCHANAN & CO.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	"DIOMED"	9th November.
GLASGOW AND LIVERPOOL	"NINGCHOW"	20th November.
GLASGOW AND LIVERPOOL	"KEEMUN"	28th November.
S.S. "DIOMED" left Singapore at 5 p.m. on the 4th inst. and is expected to arrive here on the 9th, p.m.		

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"MACHAON"	12th November.
LONDON, AMSTERDAM & ANTWERP	"JASON"	22nd November.
GENOA, MARSEILLES & L'POOL	"AGAMEMNON"	22nd November.
AMSTERDAM, LONDON & ANTWERP	"TELEMACHUS"	6th December.
AMSTERDAM, LONDON & ANTWERP	"DIOMED"	20th December.
GENOA, MARSEILLES & L'POOL	"DARDANUS"	20th December.
* Taking Cargo for Liverpool at London Rates.		

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"KEEMUN"	30th November.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 5th November, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"TEAN"	8th November.
SHANGHAI	"SHAOHING"	10th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TSINAN"	16th "
SWATOW, CHEFOO and TIENTSIN	"CHIEHLI"	16th "
CEBU and ILOILO	"KAIFONG"	18th "
KOBE	"CHANGSHA"	23rd "

* The Attention of Passengers is directed to the "superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 7th November, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 12th Nov. at 10 A.M.
RUBI	2540	R. W. Almond	"	SATURDAY, 19th Nov. at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 5th November, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARABIA"	4,483	Bahle	November 19th, 1904.
"ARAGONIA"	5,198	Schuldt	December 13th, "
"NICOMEDIA"	4,370	Wagner	January 9th, 1905.
"NUMANTIA"	4,370	Brehmer	January 25th, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent.

EXCURSION TO MACAO.

THE Splendid Steamer

"YING KING,"

Captain Page, will make an EXCURSION
TRIP TO MACAO, on EVERY SUNDAY,
leaving the Company's wharf at the end of
Wing Lok Street, at 8.30 A.M., and returning
from Macao at 7.30 P.M.The Steamer will lay alongside the S.S.
Perseverance's wharf at Macao.FARE:
1st Class Single Ticket \$2.00, with Cabin \$3.00
" Return " \$3.00, " \$5.00
Tiffin and Dinner may be had on Board
at \$1 each meal.YUK ON & Co., LD.
S. A. NORONHA,
Macao Agent.

Hongkong, 2nd September, 1904.

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING,"

Captain E. I. Page, of 1,088 tons, Registered,
is the newest, fastest, and most luxuriously
furnished steamer on the line and is lighted
throughout with Electricity; hot and cold water
service. The cuisine is unexcelled.
Leaving Hongkong every MONDAY,
WEDNESDAY and FRIDAY EVENING,
at 9 P.M. and returning from Canton every
following evening at 5 P.M.1st Class.....\$3.00 for Single Journey.
2nd ".....1.50 " " "
Meal.....1.00 each.
The steamer's wharf is at the Western end
of Wing Lok Street.YUK ON S.S. Co., LD.,
No. 215, Wing Lok Street,
WENDT & Co.,
Canton Agents.

Hongkong, 24th June, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,
From 1st January, 1904.ALSO REDUCED FARES TO
MANILA AND RETURN.STEAMERS fitted throughout with Electric
Light, First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steamers

Tons	Captain
"KWONG CHOW".....1,309	J. P. MARTIN.
"KWONG TUNG".....1,238	H. W. WALKER.
Leave Hongkong for Canton at 8.30 Every Evening (Saturday excepted).	
Leave Canton for Hongkong about 5 o'clock Every Evening (Sunday excepted).	
These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.	

Passage Fare—Single Journey.....\$4
Meals.....(Each) 1The Company's Wharf is a Short Distance
West of the Harbour Master's Office.SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 17th February, 1904.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain T. AUSTIN, R.N.R.

This Steamer departs from Hongkong on
Week Days, at 8 A.M. and on Sun-
days at 8.30 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 6.30 P.M.FARES.—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; and Class, \$1; 1st Class, 50 cents.Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single,
30 cents; Return, 50 cents; Stewage, 10 cents.
TIFFIN and DINNER can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$1.On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.MING ON & Co.,
2nd Floor, No. 16, Victoria Street.
Hongkong, 5th November, 1904.AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.STEAM FOR
FIUME AND TRIESTE (DIRECT).
Calling at SINGAPORE, PENANG, CO-
LOMBO, BOMBAY, KARACHI, ADEN,
SUEZ and PORT SAID.(Taking Cargo at through rates to the Brazils,
to South Africa, Persian Gulf, Red Sea,
Black Sea, Levant, Venice and
Adriatic Ports).

THE Company's Steamship

"MARIA VALERIE,"

Captain Berberovich, will be despatched as
above, on FRIDAY, the 25th instant, P.M.For information as to Passage and Freight,
apply toSANDER, WIELER & Co.,
Agents.

Princes' Buildings.

Hongkong, 1st November, 1904.

REGULAR STEAMSHIP SERVICE
TO NEW YORK.

via PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

1904. About

"ST. HUGO".....25th November.

"SHIMOSA".....18th December.

For Freight and further information, apply
to

DODWELL & Co., LIMITED.

Agents.

Hongkong, 21st October, 1904.

AMERICAN ASIATIC STEAM-
SHIP COMPANY.

FOR NEW YORK via SUEZ CANAL.

PROPOSED SAILINGS:

About

S.S. "CLAVERDALE" 30th December, 1904.

S.S. "RAS ISSA".....20th January, 1905.

For Freight and further information, apply
toSHEWAN, TOMES & Co.,
General Agents.

Hongkong, 7th November, 1904.

Shipping—Steamer.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

"GREGORY APOAR,"
Captain J. G. Offient, will be despatched for the
above Ports, TO-MORROW, the 8th instant,
at 3 P.M.For Freight or Passage, apply to
DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 7th November, 1904.

Mails.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"CHUSAN,"
Captain H. W. Kenrick, R.N.R., carrying Hi-
Majesty's Mails, will be despatched from this
for BOMBAY, on SATURDAY, the 19th
November, at Noon, taking Passengers and
Cargo, for the above Ports in connection with
the Company's S.S. Macedonia, 10,500 tons,
from Colombo, Passengers' accommodation in
which vessel is secured before departure from
Hongkong.Silk and Valuables, all Cargo for France
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London, other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. Almorora,
due in London on the 1st January, 1905.Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 5th November, 1904.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA,
via
MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
Tewan	8,615	G. D. Morrison	Ab. Dec. 17
Tremont	9,606	T. W. Garlick	" Jan. 10
Lyra	4,417	G. V. Williams	" Feb. 9
Platides	3,753	F. G. Purington	" Mar. 4

† Cargo only.

Steamers marked (*) have no second-class
passenger accommodation.

FOR MANILA.

The largest, steadiest, and most comfortable
steamer for Manila.

Tremont.....9,606 T. W. Garlick, Abt. Jan. 2

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDRESS.The twin-screw s.s. Shaukul and Tremont
have just been fitted with very superior accom-
modation for first and second class passengers.
The large size of these vessels ensures steady-
ness at sea. Electric fan in each room.Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to

DODWELL & Co., LIMITED,
General Agents.

Queen's Buildings.

Hongkong, 29th October, 1904.

FURNITURE WAREHOUSE.

LI KWONG LOONG,
李廣隆CABINET-MAKER AND ART DECORATOR,
from Shanghai, has opened a
FURNITURE STORE
at
No. 1, WYNDHAM STREET.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.Has been patronised by the Hongkong Club,
Hongkong Hotel, Messrs. A. S. Watson & Co.,
Ld., Joint Telegraphs Co., and other leading
Establishments in the Colony, to whom refer-
ence may be made as to the Superior Work-
manship and Materials of the Furniture, &c.,
supplied.Messrs. A. S. Watson & Co., Ltd. write as
follows:—"We have pleasure in stating that Mr. LI
KWONG LOONG furnished the Annex to
our Dispensary and gave us every satisfac-
tion."

(Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and
CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 2nd September, 1904.

Consignees.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE

CONSIGNEES OF CARGO per Steamship

"SIBERIA,"
The above Steamer having arrived, Con-
signees of Cargo are hereby requested to send in
their Bills of Lading for countersignature, and to
take immediate delivery of their Goods from
alongside.Cargo impending discharge and undelivered
by MONDAY, the 7th instant, at 5 P.M., will
be landed and stored at Consignees' risk and
expense.No Fire Insurance will be effected.
E. W. TILDEN,
Agent.

Hongkong, 4th November, 1904.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"CHUSAN,"
FROM BOMBAY, COLOMBO AND
STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.This vessel brings on Cargo:—
From London, &c., ex S.S. China.
From Australia, ex S.S. India.
From Calcutta, ex S.S. Palermo.
From Persian Gulf, ex B.I.S.N. and B. & P.
S. N. Co.'s Steamers.Optional Goods will be landed here unless
instructions are given to the contrary before
5 P.M. TO-DAY.Goods not cleared by the 11th instant, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignees' and
the Company's representative at an ap-
pointed hour.All claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognised.No claims will be admitted after the Goods
have left the Godowns.E. A. HEWETT,
Superintendent.

Hongkong, 4th November, 1904.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP
AND LONDON.

THE Steamship

"MONMOUTHSHIRE,"
Captain G. E. Warner, having arrived from the
above ports, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, at Kowloon and stored at Consignees'
risk and expense.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 8th inst. will be subject
to rent.All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on the 8th inst. at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 1st November, 1904.

THE CHINA AND JAPAN TELEPHONE
AND ELECTRIC COMPANY,
LIMITED.

HONGKONG EXCHANGE.

S U B S C R I P T I O N S .

PAYABLE QUARTERLY IN ADVANCE.

EXCHANGE LINES; \$25 Per Quarter.

NO CHARGE FOR INITIAL
INSTALLATION.N.B.—A Special Charge is made for L-
of more than average length.

DESK TELEPHONES

For a small additional annual charge Desk

ELECTRIC SUPPLIES.

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

SWITCHES,

TELEPHONES,

WIRE.

SEND FOR PRICE LISTS.

ELECTRIC BELL INSTALLATIONS.

Estimates given for all kinds of Electrical
Work.

ADDRESS:—1, ICE HOUSE ROAD.

W. L. CARTER,
Acting Manager.

Hongkong, 1st November, 1904.

For Sale.

FOR SALE.

QUIET DONKEY, with "SADDLE," etc.

Apply—
"A. B."
Hongkong, 5th November, 1904.

FOR SALE.

INC

Information

CHAZALON & CO.

WINE AND SPIRIT MERCHANTS,
AND
GENERAL STOREKEEPERS,
(SUCCESSORS TO G. GIRAULT)
6, QUEEN'S ROAD CENTRAL.

WE beg to inform the Hongkong Public that, as we are supplied with WINES and SPIRITS, *direct from the Growers in France*, we are in a position to supply these requisites of the *best quality* and at the *lowest possible prices*, thus defying competition.

EXCEPTIONAL SAMPLE OFFERS.

Offers are made of Sample Cases of a dozen quart bottles each, containing the following:—

- 3 qt. bots. Bordeaux.
- 3 " " Beaujolais (Burgundy).
- 3 " " Vin Rosé.
- 3 " " Pomard (Superior Burgundy).

at the exceptional price of \$12 per case.

CHAMPAGNE.

Important contracts having been entered into with Messrs. Moët and Chandon, of France, we are enabled to supply CHAMPAGNE of this Brand at the following advantageous prices:—

Mousseux Blue Seal	Moët & Chandon	\$38 per doz. qt.
White Star	Moët & Chandon	42 " " "
Brut Impérial	Moët & Chandon	50 " " "

ALSO TRY OUR

BLACK and WHITE WHISKY.



- PRICES -

BUCHANAN BLEND \$12.50 per Case. BLACK AND WHITE \$16.50 per Case.
ROYAL HOUSEHOLD \$20.50 per Case.

ARQUEBUSADE WATER

OF THE

HERMITAGE OF THE MARIST BROTHERS;
OR IMPROVED VULNERARY LIQUOR.

Invigorating, Stimulating, Hygienic, Aromatic, of an acknowledged and quite exceptional efficacy.

The Arquebusade Water, known and appreciated throughout the greater part of France and abroad, justifies more and more the great fame it has acquired.

USE OF THE ARQUEBUSADE WATER.

INTERNALLY.—From two to three spoonfuls in a glass of cold water, pure or sweetened, after falls, bruises, cuts, fractures, luxation, tearing of tissues, faintings, burnings, swoons, plague and cholera. For the last two cases it must be taken pure, six spoonfuls at a time. Experience justifies its efficacy as a preventive remedy against mortification and quinsy. The dose may be repeated several times a day.

The same dose, in a glass of hot and sugared water, instantly removes the fatigue of either a journey or a walk, is a great appetizer and often prevents colds.

Taken in an infusion of melissa, hyssop, ground-ivy, or violets, it is an efficacious remedy against gripes, difficult digestion, pains in the stomach, &c.

Taken pure after meals it is salutary to old people by warming their stomach, rendered cold by age, and accelerates digestion; but it is less suited to nervous persons and children to whom it must never be given without being well diluted with water.

EXTERNALLY.—It is a capital remedy against sprains, cuts, bruises, excoriation, burnings, fractures, any fresh wound, danger of mortification, heating of the feet, irritation of the skin after a walk.

Whenever it is possible rub hard with this liquid. A compress is saturated with it and applied on the affected part which is kept moistened by sprinkling it with this Water.

In case of wounds, after the dressing made with the Arquebusade Water, sprinkle the compress with a mixture of the Liquor and fresh water in equal parts.

It is also very advantageously used in frictions and in compresses used in headache, rheumatic and neuralgic complaints. For these last it is good to warm somewhat the liquid before being applied.

The ARQUEBUSADE WATER is of public interest, approved and recommended by the most eminent physicians of France, commends itself to all those who are anxious about their health in these countries where plague and cholera make often dreadful havoc.

PRICE:

The Litré	\$5.00
The Half-Litre	2.50

CHAZALON & CO.

SHARE QUOTATIONS.

Supplied by Messrs. HENNING, KELLY & POTTS. Corrected to Hong Kong later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALU.	PAID UP.	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	APPROXIMATE PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.							
Hongkong & Shanghai Banking Corporation	8,000	\$1.15	\$125	\$1,000,000	\$1,402,554	Div. of £1.10 @ exchange 1/9 15/16 \$16.41 for first half year 1904	1693 sales (London £6)
National Bank of China, Limited	99,925	£7	£7	\$175,533 \$191,973	\$21,668	\$2 (London 3/6) for 1903	\$19
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$150	\$50	\$1,400,000 81,739	\$150,494	\$17 for 1903	\$190 sales
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$900,000 \$151,992 \$331,142 \$322,130	Nil.	\$4 for year ended 30.4.1903	\$61 buyers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Final of 10/- making £1 for 1903	Tls. 80 buyers
Un'on Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,850,000 \$20,000 \$37,749 \$30,311 \$84,673 \$700,000 \$37,794	\$2,078,997	\$35 for 1903	\$635 buyers
FIRE INSURANCES.							
Yangtze Insurance Association, Limited	8,000	\$100	\$50	\$1,000,000 \$125,875 \$1,125,875	\$186,284	\$22 for 1902	\$45 buyers
China Fire Insurance Company, Limited	20,000	\$100	\$10	\$1,000,000 \$125,875 \$1,125,875	\$329,047	\$6 dividend & \$1 bonus for 1903	\$90 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,170,388	\$371,110	\$22 1/2 for 1902	\$355
SHIPPING, TUG AND CARGO BOATS.							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	none	Dr. \$63,123	\$5 for 1900	\$23 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$185,000 \$80,935 \$250,000 \$600,000 \$157,553	Nil.	\$3 for year ended 30.6.1903	\$36 sales
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$205,000 \$100,000	\$16,362	\$1 1/2 for first half year 1904	\$101 buyers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	none	£5,853	10/- for 1903 @ 1/10 5/16 = \$5.78	\$130
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	none	Tls. 55,541	Interim of Tls. 2 for 1904	Tls. 50 buyers Tls. 49 buyers
Do. (Preference)	100,000	Tls. 50	Tls. 50	none	Tls. 55,541	Interim of 1/- (Coupon No. 4) for 1903	23/6 sellers
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	\$400,000 \$60,000 \$15,093	\$19,555	\$1.80 & b. 40 cts. for year ending 30.4.04	\$10 sales \$30 sales
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$15,093	\$1,287	\$5 for 2nd 1-year making \$13 for 1903	\$150 sellers
Straits Steamship Company, Limited	5,000	\$100	\$100	\$21,075 \$18,000 \$130,153 Tls. 201,614	\$33,648	Interim of Tls. 1 1/4 for 1904	Tls. 30
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	none	Tls. 865	Interim of \$5 for 1904	\$331
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	\$3 for 1897	\$6
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	Tls. 2 1/2 for year ending 30.9.03	Tls. 60 sales
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	No. 3 of 1/6	Tls. 64 buyers
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$40,000	£7,820	No. 12 of 1/- = 8 cents.	\$6 sellers
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	£4,873	£4,029	Final of Fcs. 25 making 1/- for 1903	\$470
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,529,652	Fcs. 85,706	\$6 dividend and \$2 bonus for first half-year 1904	\$220
DOCKS, WHARVES & GODOWNS.							
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	30,000	\$50	\$50	\$50,000	\$50,015	\$10 div. & \$5 bonus for 1903/4	\$100 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$25,500	\$505,471	\$12 for 1903	\$271 sellers
Howarth Erskine, Limited	12,000	\$100	\$100	\$60,000	\$489	\$10 div. and \$2 1/2 bonus for 1903	\$100 buyers
New Amoy Dock Company, Limited	6,000	\$64	\$64	\$55,500	\$4,936	\$7 dividend	\$170
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000	\$48,153	Tls. 7 final = Tls. 12 for year end 30.4.04	Tls. 178
Do. (Preference)	2,750	Tls. 100	Tls. 100	Tls. 900,000	Tls. 22,895	Interim of Tls. 4 for 1904	Tls. 145 buyers
S. C. Farnham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 48,710	Tls. 22,895	First year	Tls. 145 buyers
Shanghai and Hongkew Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 50,913	\$43,732	\$6 for 2nd half year 1903	\$40 sales
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$1,050,000	\$1,760	Tls. 18 for 1903	Tls. 190 sales
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 6,000		\$2 1/2 for year ended 30.6.1904	\$20 sales
LANDS, HOTELS & BUILDING.							
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	none	\$9,989	Final of Tls. 4 making Tls. 9 for 1903	Tls. 150
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	Tls. 41,000	Tls. 655	Interim of Tls. 2	Tls. 55
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	none		\$5 for first half year 1904	\$137 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000 \$11,824 \$20,000	\$11,668	Interim of \$6 for 1904	\$149
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000	\$51,966	Tls. 0.87 for the year ending 31.3.1904	Tls. 20 sales
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,986	Tls. 680	90 cents for 1903	\$121 sales
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$50,000	\$9,177	\$2.50 for 1903	\$33 sales
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$636	Interim of Tls. 3 for 1904	Tls. 120 buyers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 800,000 Tls. 150,000 Tls. 17,144	Tls. 37,634	Interim of Tls. 3 1/2	Tls. 34 buyers
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Dr. Tls. 2,132	Interim of Tls. 3 for 1901	Tls. 125 sales
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 54,626	Tls. 335	None	Tls. 12 buyers
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	Interim of \$1 1/2 for 1904	\$100 buyers
West Point Building Company, Limited	12,500	\$10	\$10	none	\$1,362	Tls. 4 for year ended 31.10.1903	Tls. 25 sales
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	50 cents for the year ending 31.7.04	\$101 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$12,862	Interim of 3 1/2 a/c 1898	Tls. 20 sales
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 30,098	Tls. 88,034	Interim of 4 1/2 a/c 1898 on 6,000 shares	Tls. 321 sellers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 15,500	4 1/2 for 1897	Tls. 150
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 5,658	Tls. 20,389	\$125 for year ending 30.6.1900	\$100
CIGARS AND TOBACCO COS.							
Alhambra, Limited	300	\$200	\$200	\$779	nil	First year	\$91
Philippine Company, Limited	67,500	\$10	\$10	none		Interim of Tls. 3	Tls. 65 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000	Tls. 1,091	Final of 50 cents making \$1 for 1903	\$13
MISCELLANEOUS.							
A. S. Watson & Co., Limited	60,000	\$10	\$10	\$250,000 \$35,000	\$2,883	First year	\$15
Bell's Asbestos Eastern Agency, Limited	8,504	12/6	12/6	none	£161	6d. per share for 1903	\$5
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$5,500	\$596	\$3 for 1903	\$10 buyers
Central Stores, Limited	6,000	\$15	\$12	\$50,000	\$1,253	Interim of \$1.20 for 1904	\$100
Do. (Founders)	123					None	\$8 sellers
Do. (New Issue)	24,000	\$15	\$7 1/2	none	First year	Preferential of 7 per cent for 1904	\$12 buyers
China Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	60 cents for 1903	Tls. 65 buyers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,942	Tls. 6 for 1903	\$10
China Light and Power Company, Limited	30,000	\$10	\$10	none	\$3,339	80 cents for 1903	\$91 buyers
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$55,000	\$1,171	\$1 1/2 for year ending 31.7.03	\$15 buyers
Dairy Farm Company, Limited	10,000	\$7 1/2	\$6	\$20,000	\$3,029	Tls. 5 for 1902	Tls. 40 sellers
E. L. Mondon, Limited	7,000	Tls. 50	Tls. 50	none	Dr. Tls. 15,318	\$3 div. and \$2 1/2 bonus for 1903	\$160
Fraser and Neave, Limited	4,500	\$50	\$50	\$12,500	\$2,708	\$375 for 1903	\$27 sellers
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000	\$10,517	\$1.50 for 1903	\$331 buyers
Green Island Cement Company, Limited	100,000	\$10	\$10	\$350,000	\$32,115	Final of \$1 1/2 making \$3 1/2 for 1903	\$311 sales
Hall & Holtz, Limited	21,000	\$20	\$20	\$186,000	\$13,104	\$1 div. and 2/- bonus for 1903	\$160 buyers
Hongkong & China Gas Company, Limited	7,000	£10	£10	£3,109 £3,000	£7,625	\$10 cents for year ending 30.4.1904	\$15 buyers
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$1,747	\$20 for year ending 30.11.1903	\$9 buyers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$30,000	\$4,283	Interim of \$4 for 1904	\$300
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$35,000	\$5,844	\$10 for 1903	\$140
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$50,000	\$8,395	Interim of 70 cents	\$211 sales
Hongkong Steam Waterboat Company, Limited	7,500	\$10	\$10	none	\$1,548	First year	\$201 sales
Kutz Brothers, Limited	10,000	\$100	\$100	\$375,000		\$13 for 1903	\$135 buyers
Lane, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	none	\$21,582	Final of \$7 making \$12 for year end 29.2.04	\$140 buyers
Maatschappij tot Mijn, Bosch- en Landbouwen exploitatie in Langkat	25,000	Gs. 100	Gs. 100	Tls. 334,669 Tls. 11,143	Tls. 27,187	3d. quarterly of Tls. 10, paid 15.9.04	Tls. 310 sales
Maynard and Company, Limited	3,400	\$10	\$10	none	\$803	making 40 (at Tls. 13 1/2 a/c 1904	\$16 sales
S. Moutrie & Company, Limited	4,000	\$50	\$50	\$5,000	\$832	\$2 for year ended 31.10.1903	\$16 sales
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	none		Final of \$3 making \$5 for the year ending 30.6.04	\$55 sellers
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 100,000 Tls. 108,172	Tls. 7,548	First year	\$50
Shanghai Horse Bazaar Company, Limited	5,000	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,747	Interim of Tls. 3 1/2 for 1904	Tls. 105
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 10,000	Tls. 3,388	Tls. 5 for 1903	\$711,100 sellers
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 140,000	Tls. 7,369	Interim of Tls. 6 for 1901	Tls. 155 buyers
Singapore Dispensary, Limited	600	\$50	\$50	\$6,000	\$800	Interim of 15/- for 1904	Tls. 3071 buyers
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$39,020	\$5 for year end 31.7.1903	\$70
Steam Laundry Company, Limited	5,000	\$5	\$5	none	\$3,441	None	\$43 nominal
Straits Ice Company, Limited	10,000	\$5	\$5	none		60 cents for year ended 31.5.04	\$7
Straits Trading Company, Limited	250,000	\$10	\$10	\$650,033	\$83,403	First year	\$161 sales
Tebrau Planting Company, Limited	20,000	\$5	\$5	none	Dr. \$4,851	\$1 div. and 25 cents bonus for half year ended 30.9.1903	\$181 sellers
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	none	Tls. 413	None	\$14 buyers
Tientsin Waterworks Company, Limited	9,000	Tls. 100	Tls. 100	Tls. 15,359	Tls. 667	Tls. 3 for half year	Tls. 110